

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4507.

日四十月二年十三緒光

WEDNESDAY, MARCH 30, 1904.

三拜禮

號十三月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
YOKOHAMA. NEW YORK.
BOMBAY. HONOLULU.
TIENTSIN. SHANGHAI.
NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$16,500,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$6,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
A. Goetz, Esq.
E. Haupt, Esq.
H. Schuabert, Esq.
E. Shellum, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH
SHANGHAI—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Creasy Ewens, Esq.
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 4th February, 1904. [18]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tals 5,000,000
HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES: Hankow, Tientsin, Calcutta, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIFON TERRACE in FLATS.
No. 4, RIFON TERRACE.

NO. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWN No. 34, BLUE BUILDINGS.
GODOWNS: PRATA EAST.

No. 10, MACDONNELL ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th March, 1904. [165]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS. | TO SAIL ON | REMARKS. |
|---|---------------------------------------|------------------|----------------------------|
| YOKOHAMA VIA SHANGHAI, MOJI and KUBE. (Passing through the Inland Sea). | FORMOSA B. H. W. Snow | About 5th April | Freight and Passage. |
| LONDON, &c. | BALLAARAT C. R. Longden, R.N.R. | Noon, 9th April | See Special Advertisement. |
| SHANGHAI | MALTA C. L. Daniel | About 10th April | Freight and Passage. |

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th March, 1904. [4]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

| STEAMERS. | SAILING DATES. |
|-----------------------|-------------------------|
| HAMBURG | WEDNESDAY, 13th April. |
| PRINZ HEINRICH | WEDNESDAY, 27th April. |
| OLDENBURG | WEDNESDAY, 11th May. |
| BAVARN | WEDNESDAY, 25th May. |
| SACHSEN | WEDNESDAY, 8th June. |
| ZIETEN | WEDNESDAY, 22nd June. |
| SEYDLITZ | WEDNESDAY, 6th July. |
| PRINZ REGENT LUITPOLD | WEDNESDAY, 20th July. |
| ROON | WEDNESDAY, 3rd August. |
| PREUSSEN | WEDNESDAY, 17th August. |

* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of April, 1904, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINE, Captain Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 11th April. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th April. Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 30th March, 1904. [13]

Intimations.

GOLD REEF BRAND

Pure Cream.

See future announcements.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms. For Particulars apply to THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. M. FARMER,
Proprietor.

Intimations.



Millions

of bottles of Bovril are used annually—used in the sick-room where Bovril is the nurse's "second self"—used in the kitchen where Bovril is the cook's "right hand"—used on all occasions where strength and sustenance are required. Bovril as a food has received the endorsement of some of the greatest scientists of the age.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honjo, Ichimura, Kanada, Mameda, Mannours, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinami, Yoshie, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [41]



AQUARIUS.

A PERFECT TABLE WATER

MADE FROM

PURE TREBLE DISTILLED WATER.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
GENERAL MANAGERS,
15, Queen's Road.

Hongkong, 5th March, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to FIFTY CENTS per piece.

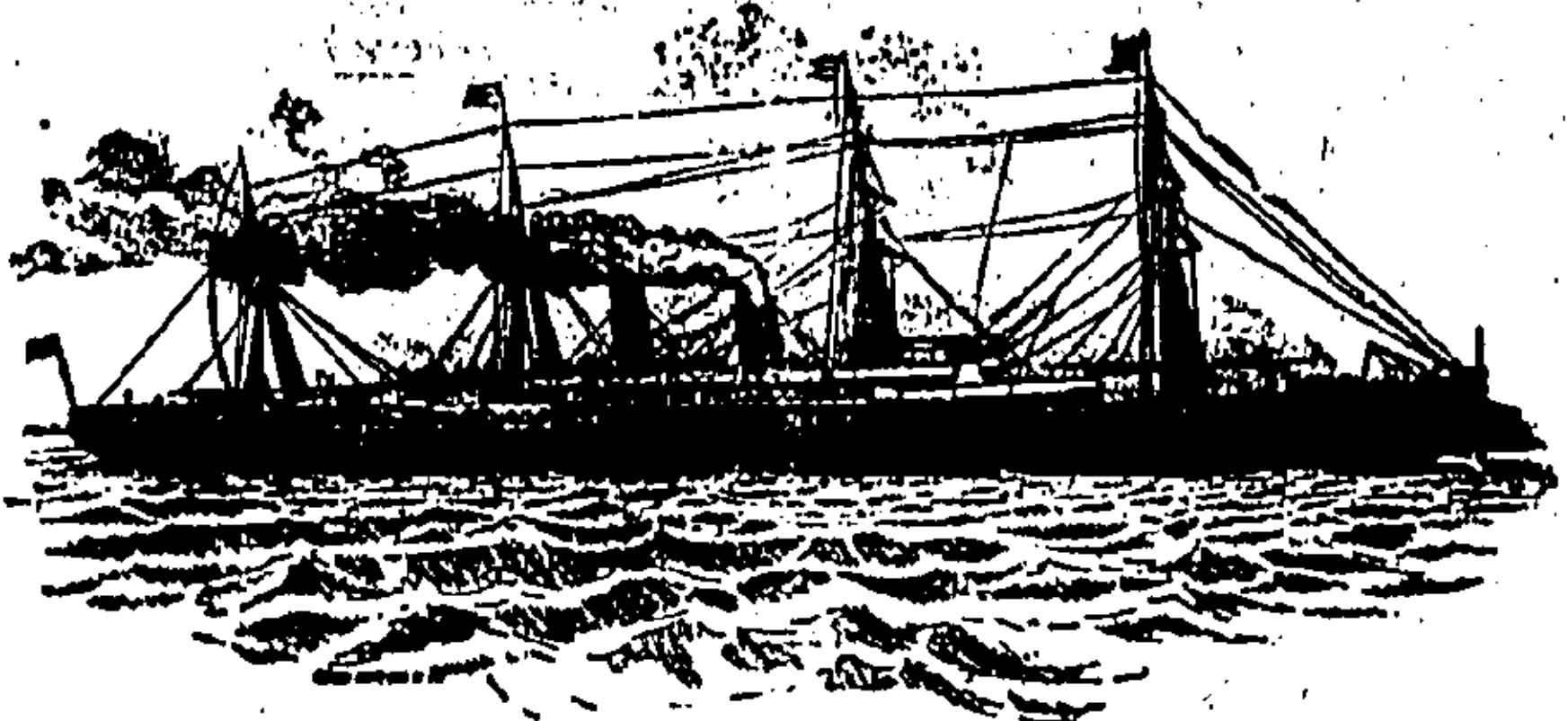
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.
CONNAUGHT HOUSE

[34]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|----------------|------------------|--------------------------------|
| "CHINA" | 5,060 Gross Tons | TUESDAY, 5th April, at Noon. |
| "DORIO" | 4,784 | THURSDAY, 14th April, at Noon. |
| "SIBERIA" | 11,284 | SATURDAY, 30th April, at Noon. |
| "COPTIO" | 4,352 | SATURDAY, 7th May, at Noon. |
| "KOREA" | 11,276 | TUESDAY, 24th May, at Noon. |
| "GAELIC" | 4,205 | THURSDAY, 2nd June, at Noon. |
| "AMERICA MARU" | 6,307 | SATURDAY, 11th June, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

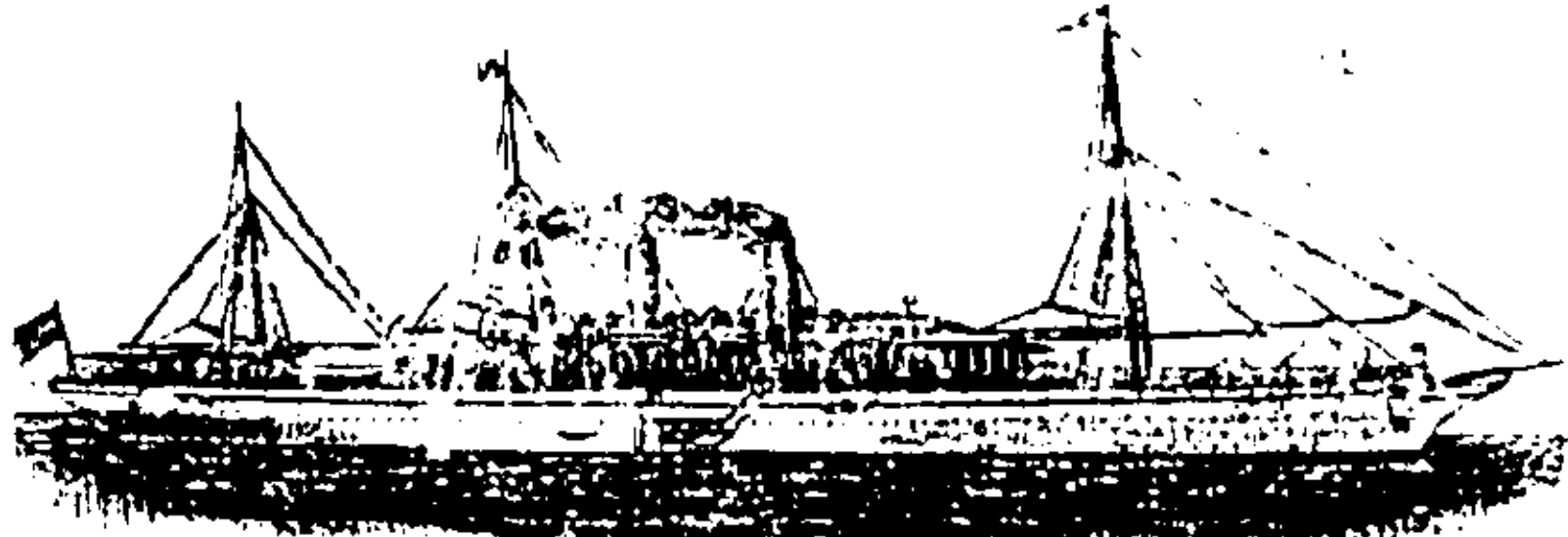
FEATURES OF THIS LINE.

The largest and sturdiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-of-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.
"ATHENIAN" ... 3,882 " ... WEDNESDAY, 27th April.
"EMPERESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 11th May.
"TARTAR" ... 4,475 " ... SATURDAY, 21st May.
"EMPERESS OF CHINA" ... 6,000 " ...
Hongkong to London, 1st Class, ... via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail ... £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
p. Pedder's Street.

[10]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|------------|--|-----------------------------------|
| ABESSINIA | ST. NAZAIRE, HAVRE & HAMBURG. (Calling at SINGAPORE and COLOMBO). | 2nd April. Freight. |
| BRISGAVIA | HAMBURG. (Calling at SINGAPORE and COLOMBO). | 12th April. Freight. |
| SUEVIA | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). | 25th April. Freight. |
| ARTEMISIA | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 3rd May. Freight. |
| MARBURG | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). | 17th May. Freight. |
| STRASSBURG | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 31st May. Freight and Passengers. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

[6]

Hongkong, 16th March, 1904

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|--------------|------------|------------------------|
| S.S. "HONAM" | 5,303 tons | Captain R. D. Thomas. |
| "POWAN" | 4,330 " | G. F. Morrison, R.M.R. |
| "FATSHAN" | 4,330 " | W. A. Valentia. |
| "HANKOW" | 3,273 " | C. V. Lloyd. |
| "KINSHAN" | 3,260 " | J. J. Lossius. |

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons ... Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 219 tons ... Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" ... 538 tons ... Captain B. Branch.
"NANNING" ... 509 " ... C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd March, 1904.

[13]

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------|--------------------|----------------------|---------------------|----------------------|
| TJIPANAS | JAPAN | First half of May | S'PORE & JAVA PORTS | First half of May |
| TJILATJAP | JAVIA via MACASSAR | Second half of April | JAPAN | Second half of April |
| TJIMAH | JAPAN | First half of April | S'PORE & JAVA PORTS | First half of April |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 25th March, 1904

[14]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.
C. W. CLARK,
No. 4, 102, HOUSE STREET,
Between Queen's Road and Des Vaux Road.
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

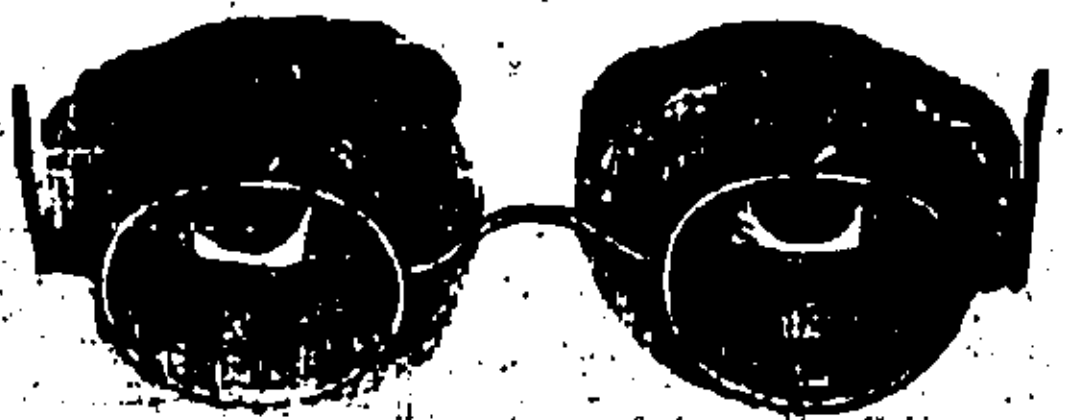
For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[29]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES,
No charge for testing the eyes.
Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

15, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[44]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Ropes, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[15]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

WANTED.

SHORTHAND CLERKS and TYPE-
WRITERS, must know the "UP-TO-
DATE" system.
Address:—
"R."
C/o The Hongkong Telegraph.
Hongkong, 28th March, 1904

POSITION WANTED.

YOUNG ENGLISHMAN,
at present in Japan,
is desirous of obtaining a position in a Mercan-
tile Firm in Hongkong.
Advertiser has had considerable experience in
SHIPPING, GENERAL OFFICE WORK,
AND
COMMERCIAL CORRESPONDENCE.
Can furnish good references.
Apply, in first instance, to
"G."
Hongkong, 28th March, 1904.

[41]

CAMPBELL, MOORE AND COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY AN-
NUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 29, Queen's
Road Central, TO-MORROW, the 31st
March, 1904, at NOON, for the purpose of re-
ceiving the Report and Statement of Accounts,
for the year ending 31st December, 1903.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 18th to the 31st
March, both days inclusive.

By Order of the Board,

M. A. A. SOUZA,
Secretary.

Hongkong, 10th March, 1904.

[370]

GREEN ISLAND CEMENT COMPANY,
LIMITED.THE FIFTEENTH ORDINARY AN-
NUAL MEETING OF SHAREHOL-
DERS in the Company, will be held in the
Office of the General Managers, No. 14, Des
Vaux Road, Victoria, on WEDNESDAY,
6th April, at 11.30 A.M., for the purpose of
receiving Statement of Accounts and the Report
of the General Managers for the year ending
31st December, 1903, declaring a Dividend and
electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from Saturday, 2nd April,
at 1 P.M., until Wednesday, 6th April.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1904.

[397]

THE YANGTZE INSURANCE ASSOCIA-
TION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY
GENERAL MEETING of the above
Association will be held at the Head Office,
No. 25, The Bund, Shanghai, on THURSDAY,
the 21st April, 1904, at 4.30 o'clock p.m.,
for presentation of the Report of the
Directors and the Accounts for the 31st Decem-
ber, 1903, the election of Directors and Auditor
for the current year, and for the purpose of
transacting any other business, which may be
transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Associa-
tion will be CLOSED from the 21st of April
to the 21st of April, 1904, both days inclusive.
Members holding proxies for absent Share-
holders must deposit same with the Secretary
for Registration at least Forty-eight hours
before the Meeting.

By Order of the Board of Directors,

W. S. JACKSON,
Secretary.

Shanghai, 25th March, 1904.

[442]

HUMPHREYS-ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that
on and after this date, they can obtain
SCRIP CERTIFICATES of SHARES of the
NEW ISSUE in EXCHANGE for HONG-
KONG AND SHANGHAI BANKERS' Receipts on
Application at the REGISTERED OFFICE of
the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th February, 1904.

[139]

THE PHARMACY,
FLETCHER & CO.,
14, QUEEN'S ROAD CENTRAL, 藥房

Hongkong:

SPECIAL
NYAL'S
HAIR RESTORER,
AN EXCELLENT PREPARATION for
changing Grey Hair to its Original
Colour; prevents the hair from falling out; and
cleanses the head from all dandruff.

PEK BOTTLE \$1.25

Prescriptions and private recipes carefully
prepared with the best Drugs.

A. STEVENSON,
Chemist.

Registered by the Pharmaceutical Society,
Hongkong, 26th March, 1904.

[584]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

[12]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SHEWAN & CO.

Hongkong, 10th January, 1901.

[14]

ALFRESCO PARK
ON BEHALF OF THE
POOR ORPHANS AND INVALIDS
OF THE
ITALIAN CONVENT.

It is to be held in the Compound of the Italian
Convent, Catholic Church, at the
corner of the Italian Convent.

SUNDAY EVENING
the 10th April, 1904, from 7.30 to 9.30 P.M.

THE Italian Convent, at the corner of the
Italian Convent, Catholic Church, at the
corner of the Italian Convent.

Admission Free. Tickets 10c. and 20c.

Share of profits to be distributed to the
poor orphans and invalids of the Italian
Convent.

Hongkong, 25th March, 1904.

[139]

PORT ARTHUR.

ITS FORTIFICATION, ITS FIGHTING
VALUE, AND ITS FATE.

BY ALFRED STEAD.

The decision of Admiral Alexeieff to make his headquarters in the central provinces of Manchuria and withdraw from Port Arthur was inevitable. Even assuming that the Russian fleet remained intact and Japan did not possess command of the sea, it would have been poor policy to maintain headquarters down in one corner of the country to be covered by the campaign. Besides this strategic reason, there are, however, others still more potent. Port Arthur is a typical Chinese fortress, and combines all the disadvantages consequent upon a Chinese character. When a Chinaman seeks a suitable spot for a fortress his first objective is to find a place, well surrounded by hills, which shall hide his presence from a passing foe. The Chinaman is never filled with a desire for offensive action, and only seeks to be left quietly alone; the defensive is the utmost action he can think of. Thus, in Port Arthur we find the town situated snugly at the bottom of a saucer, of which the rings of hills form the rim. Clinging to the water's edge the town has to face all the dangers of floods and insanitary conditions.

"KRUPPS" THE ONLY CROPS.

During the rains it is no uncommon sight to see the streets so filled with water that the ricksha coolies are nearly waist deep. The town lies in the natural course of the water draining from the hills to the sea. The hills are bare of vegetation, and the numerous fortifications which surround them are the only crops which are raised in the neighbourhood of Port Arthur. The fact that the Chinese had established a dockyard at Port Arthur led the Russians to decide upon making this place their chief fortress in South Manchuria. They would have been far better advised to have relinquished the dubious advantages of the solitary dry dock in favour of the site where the new town of Dalny now stands. Here they would have had an ample deep-water harbour, while the natural conditions compare most favourably. It was another example of the strength of the Chinese habits over invading races. The history of China teems with instances of how races lose their national characteristics and adopt Chinese ideas. This action on the part of Russia can only be explained on this ground, since what else could induce practical naval and military men to choose as a base Port Arthur without suitable harbour accommodation for a fleet or possibility of maintaining a large garrison? And the defences are such that a large garrison, a least 25,000 men, is necessary to the safety of the fortress. The little value of Port Arthur as a naval base has been demonstrated already, the fleet having had to lie outside the harbour risked torpedoes attacks, owing to the fact that the channel at the entrance is only 100 yards wide, and the space inside, insufficient to enable vessels of a fleet to get up steering way without catastrophe. The military weakness of the fortress will be demonstrated in good time, although there is little likelihood of any attempt on the part of the Japanese to take it by assault. There is, indeed, no reason, from their point of view, why they should incur losses bound to be heavy. They can attain their object without any such costly policy.

JAPAN'S BEST ALLIES.

The retreat of Admiral Alexeieff to the north signifies the fact that he expects the communications between Liao-yang and Port Arthur to be cut by the Japanese. This will then leave Port Arthur isolated to work out her own salvation, or destruction. There can never be any difficulty about the isolating of the fortress by the breaking of the railway line. South of Kin-chau, the line runs along the shore itself of the Yellow Sea, and the neck of land adjoining the Port Arthur territory to the mainland is both narrow and flat at this point. A couple of Japanese gunboats could destroy the line and isolate the fortress without landing any troops. What would then be the condition of Port Arthur? The 25,000 men, packed into barracks amongst insanitary Chinese hovels would stand in the first instance every chance of becoming infected with disease. Even at the best periods of the year disease is always present in the town. The water supply depends largely upon the distilling machines in the harbour, and it does not require much calculation to know that 25,000 men require an enormous amount of water. Under ordinary conditions, the fresh supplies for Port Arthur come from Chefoo, but already these have been shut off for many days. There remain only for the soldiers the stores laid up by the authorities. These, owing chiefly to the necessity for every officer to make his commission, are not what they are made out to be. Besides being insufficient, the stock is very much smaller than it is supposed to be. Thus the garrison is confronted with disease and starvation and these without any chance of striking at the foe. The presence of the fleet will also have assisted in the reduction of the food supply.

ARE THE FORTIFICATIONS IMPREGNABLE?

The moral effect of the Japanese attacks and the knowledge that they are abandoned, as it were, to their fate, cannot fail to be great. Granted that Port Arthur's fortifications are impregnable, hunger and disease are certain to prove more efficient foes than several army corps of Japanese. And there are serious doubts as to the efficiency of the fortifications, recent mangrove having disclosed serious weaknesses. But the Japanese are not going to attack Port Arthur from the land, for a considerable time at any rate. The extent of their land operations near the fortress will be the landing of troops at Kin-chau and the holding of the neck of land. The more men that were poured by Russia into Port Arthur the better were the authorities at Tokio pleased. The greater the garrison the shorter the siege, was their motto. Men can and do starve for incredible lengths of time when face to face with a foe, but it is another matter to starve in silence, quite out of the rays of the limelight.

LIKE A RIPE APPLE.

And yet that is the fate of the Port Arthur garrison. Sorries are denied them, the implacable Japanese sea rings them round, and even gives to Japanese command over their one neck of land. In the appointed time Port Arthur will fall, like a ripe apple, into the mouth of Japan, and will have the mortification of having to surrender without having struck an effective blow in the war. But Chinese fortresses are not designed to strike effective blows, and the garrison at Port Arthur may cause the Russian diplomat whose statements have been the cause of brave men's humiliation.

Intimations.

MADAME FLINT & CO.,

Rooms 3, 4, & 5 Connaught Hotel.

OUR MME. FLINT has just returned from PARIS with an extensive collection of
NEW SPRING AND SUMMER
MILLINERY,

comprising:—

BEAUTIFULLY TRIMMED HATS,
UNTRIMMED HATS,
UNMADE STRAW,

and a vast stock of

TRIMMINGS, FOLIAGE, FRUIT,

AND

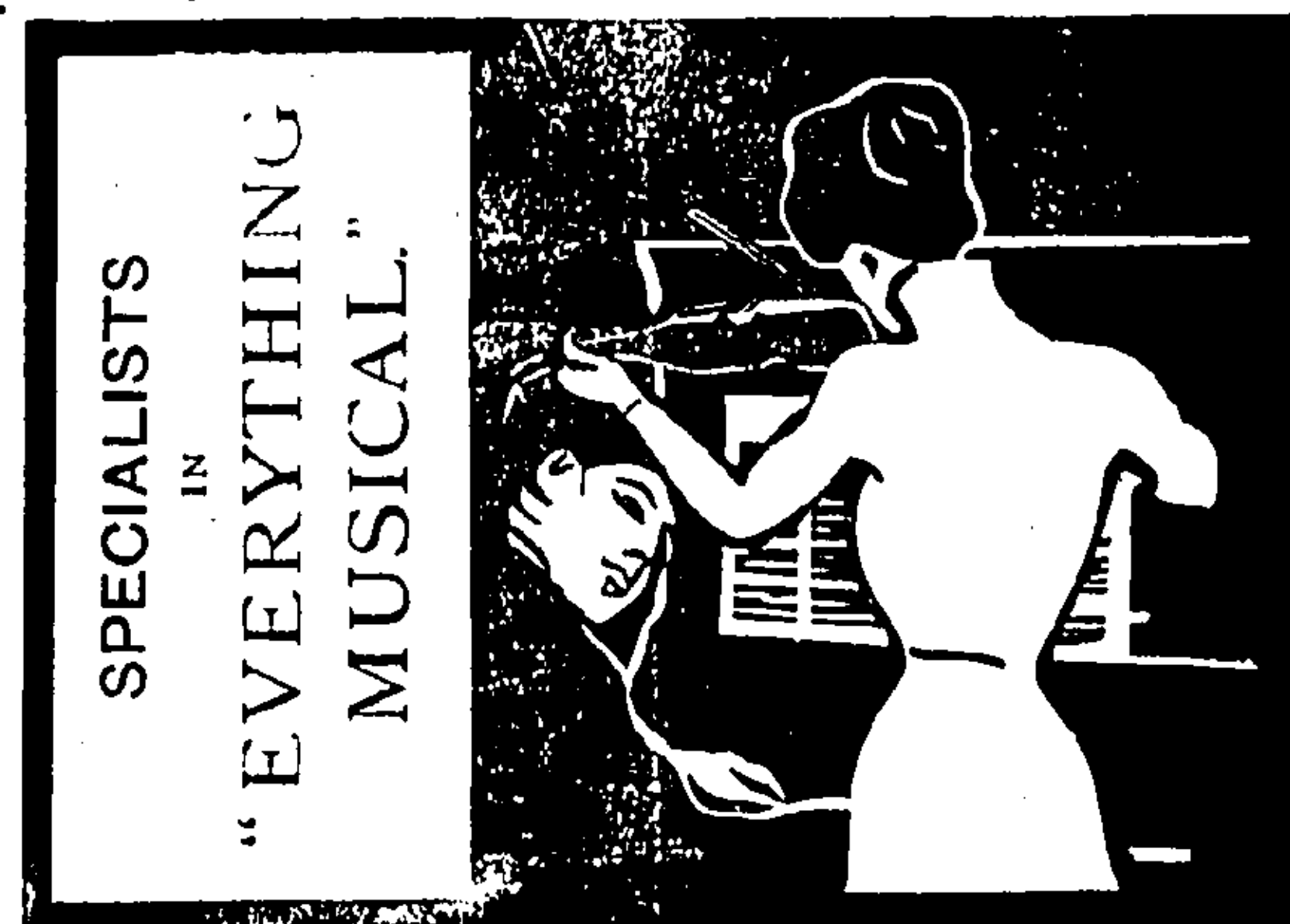
FLOWERS.

The most magnificent collection ever seen in the East.

Prices to suit all pockets,

From the most elaborately trimmed Hat to a simple frame. [448]

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904. [39]

THE BUSINESS TRAINING COLLEGE.

It is not a School or a Class; you come at any time you like between 8 o'clock A.M. and 10 o'clock P.M. daily except—
SATURDAYS, 8 to 2 o'clock only;
SUNDAYS, 10 to 1 o'clock only.

LECTURES FREE at 4 to 6 and 7 to 8 P.M.
SUNDAY LECTURES, 11 o'clock.

These Lectures will be given on "SHORT-HAND" showing the ease with which the "UP-TO-DATE" System may be learned; never to be forgotten, and its reliability and charm to read and transcribe. All are invited, Ladies especially.

Note:—On and after the 1st of May next, the Fees for Short-hand will be considerably increased. The object for fixing the absurdly low price of \$50 is to ensure a large number of Pupils at once.

PRINCIPAL:
WARWICK PEELE,
(Late Special Reporter, British Houses Lords, Commons, and High Courts).

Each department is conducted by a competent master.

TYPEWRITING.—Blind Touch System.

BOOKKEEPING.—Double Entry.

LESSONS ON "QUICK AT FIGURING"—New rules, adding backwards, new additions, amusing arithmetic, measuring for all trades, calculations for all branches of business.

LESSONS ON FAULTS IN SPEAKING AND WRITING.—Vulgarisms, misapplied words, pleonasm, &c.

LESSONS ON MEMORY TRAINING.—Special methods adopted by many Professors.

LESSONS ON MANNERS, BUSINESS, and SOCIAL DEPORTMENT.

LANGUAGES AND TRANSLATIONS.—ENGLISH, CHINESE, JAPANESE, RUSSIAN, INDIAN, PORTUGUESE, MALAY, SPANISH, PORTUGUESE, FRENCH, and GERMAN.

TERMS ON APPLICATION.
Circulars and Press opinions free—write—"The Secretary."

BUSINESS TRAINING COLLEGE,
Watkin's Buildings, (Near G. F. O.)
HONGKONG. (P. O. Box 343).

Hongkong, 29th March, 1904. [421]

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 29th January, 1904. [38]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 20, Connaught Road Central,
Hongkong, 29th February, 1904. [37]

TSU FAN

DENTIST.

PRICE MODERATE.—CONSULTATION FREE.
Next to the Hongkong Dispensary,
20, Queen's Road, Central.
Hongkong, 29th January, 1904. [36]

THE TRYPOGRAPH DUPLICATOR

(ZUCCATO'S PATENT).

OWING TO THE LARGE DEMAND for the ABOVE MACHINE, I am now prepared to reserve any of them from my next shipment to my customers.

To avoid disappointment, book your orders early.

PRICES RANGING from £2 to £5 each.

FREE—SAMPLES and PRICE LIST sent Post Free on application.

JACK E. ELLIS,
17A, Queen's Road Central, 1st Floor.
Sole Agent for E. M. RICHFORD of London.
Hongkong, 21st March, 1904. [254]

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILMERS PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FENGUSON'S SPECIAL CREAM
and
P. O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903. [2]

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
(1ST FLOOR).

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [1]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

[I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.]
Hongkong, 12th September, 1903. [19]

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th April, 1904, at 1 P.M., the Company's Steamship "ARMAND BEHIC," Captain Flaminio, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

This Steamship connects at COLOMBO with the Australian Line S.S. Oceanic bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 4th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th March, 1904. [19]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLARAT,"
Captain C. R. Longden, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 9th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th March, 1904. [14]

NORTHERN PACIFIC STEAMSHIP

COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers. Tons. Captains. 1904

Lyra 4,417 G. V. Williams May 4

Tacoma 3,812 M. Ridley May 13

Shawmut 9,600 W. M. Smith May 21

Victoria 3,502 J. Truebridge

Tramont 9,600 T. W. Garlick

1 Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 29th March, 1904. [12]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1904. [52]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 28th September, 1903. [19]

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of April, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Bonham Road in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Locality. | Boundary Measurements. | | | | Contents in Square Feet. | Annual Rent. | Upset Price. |
|--------------|-------------|------------------------|-----|----|------|--------------------------|--------------|--------------|
| | | M. | F. | I. | C. | | | |
| 1714 | Bonham Road | 56.6 | 118 | 86 | 53.6 | 5,000 | 34 | 1,500 |

Hongkong, 26th March, 1904. [425]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of April, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Lai-Chi-Kok, in the New Territory of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for the rest of the term of lease from China or for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

| No. of Sale. | Locality. | Boundary Measurements. | | | | Contents in Square Feet. | Annual Rent. | Upset Price. |
|--------------|-------------|------------------------|-----|-----|-----|--------------------------|--------------|--------------|
| | | M. | F. | I. | C. | | | |
| 1715 | Lai Chi Kok | 214 | 700 | 687 | 816 | 3,600 | 10 | 10,375 |

Hongkong, 26th March, 1904. [426]

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on SATURDAY, the 2nd April, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd March, 1904. [414]

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SHIMOSA,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that Cargo ex the above Steamer arrived per Chenam from Manila to day. All Goods have been landed at their risk into Messrs. Butterfield & Swire's Wan-chai Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th proximo, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th March, 1904. [440]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by THURSDAY, the 31st instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 26th March, 1904. [1]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SUEVIA."

Captain von Döhrn, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge, will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 24th March, 1904. [440]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 31st instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 28th March, 1904. [444]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, LONDON, AND STRAITS.

Intimations.



WATSON'S TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolie Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIF-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 456.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣 17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. CODE, 4th Edition.

A. S. CODE
Liebert's Standard Code.

TELEPHONE, 332.
Hongkong, 26th March, 1904.

NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Howe Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. (On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.)

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 30, 1904.

THE PROGRESS OF THE WAR.

It is becoming apparent that the war is rapidly nearing the stage at which the operations of both the combatants will gradually be disclosed and it be possible to follow the course of the campaign, whether on land or sea, and understand the object which either of them has in view by the movement he may make. Again acknowledging our indebtedness to Mr. M. Noma, the Japanese Consul, for interesting communications from Tokio, we are enabled to place our readers in possession of the details regarding the second attempt, made on Sunday morning, to block the entrance and the inner roadstead of Port Arthur. According to a St. Petersburg telegram, received here by Reuters on Monday, the attempt was 'repulsed,' but a somewhat different light is given to the matter in the Admiral's report which, although frankly acknowledging that the vessels were not successfully sunk, shows that the Japanese succeeded in getting to the entrance of the harbour despite the searching rays of brilliant lights which swept the waters from the fortified heights. It is very evident that Admiral Togo's aim is to imitate Admiral Sampson's tactics by sinking vessels at the entrance to the harbour and bottle up the remainder of the Russian fleet in the land-locked basin. It will be recollected that a similar attempt was made early on the morning of the 24th February when four old hulks, laden with explosives, were sent into the harbour. By this time the Russians should be getting used to the unexpected visits of the Japanese, whose plucky determination to effectually block exit from, or ingress to, the harbour is but another proof of the sort of men with which the Russians have to contend. It will not be denied that now she has lost the command of the sea, it is most vital to Russia that her communications from Port Arthur to Moscow should be maintained. This is no easy matter, and it is quite possible that the Japanese Admiral is keeping the foe at Port Arthur continually on the alert as a shield to further operations elsewhere. This afternoon news comes to hand of a skirmish at Chonglu where the Russians were repulsed. We have seen that both armies are on the march, and most probably, it will be shortly after one of these rushes to which, of late, we have become accustomed, that the sudden thunder of guns will announce the rival forces have met on land. It is here that Japan, if she is to accomplish the task she has set herself—that is, the expulsion of the Russians from Korea and Manchuria—she will have to prove her superiority as she has done afloat. In a defenceless conflict, command of the sea would save her from invasion; but ships are powerless beyond the range of their guns, and sea power will not drive the Bear out of Manchuria. Contrary to the general impression we have seen that the Russian troops in Northern Korea are withdrawing before the steady advance of her enemy, whose first army corps of 40,000 men is moving slowly, steadily up to the neck of the peninsula. What the end will be none can tell; but already the course of events is proving that the Japanese know the weight of their enemy to an ounce. They have left nothing to chance; and one may strongly suspect that she knows more about the Russians than they know themselves, or they would never have defied her to mortal combat.

LOCAL AND GENERAL.

COUNTERFEIT dollars are said to be plentiful in Kuala Lumpur again. The counterfeiters are made of an alloy of brass and tin and unless very carefully rung cannot be detected.

The transport *Chadiv* has left Marseilles with over 1,000 troops for Tonquin. Three torpedoed boats destroyed the *Prosperte*, *Catapult*, and *Flamberg* are held in readiness to proceed to the Far East.

The Japanese steamer *Shinshu Maru* which stranded near Chemulpo on the 2nd inst. is reported to have become a total loss. She was 2,918 gross and 1,657 registered tons, and was built at Dumbarton, Scotland, in 1873.

The Hon. Treasurer of the Anne Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

C. Wilcockson \$1.
The Osaka Chosen Kaisha which lately decided to re-open its regular service to Gensan with the chartered vessel *Jacob Diderichsen* has now postponed the opening of the service indefinitely, and has transferred the service to the Chemulpo line.

Mr. T. Sercombe Smith intimated to members of the Press at the Magistracy this morning that additional accommodation would be provided for reporters attending the Court. This news will be appreciated by Pressmen who have been considerably handicapped in their work for years past by reason of their having to trust to chance in getting a seat.

ON the 21st inst., a telegram was received by the acting Master Attendant at Singapore from the Harbour Master at Port Dickson stating that the local steamer *Hiung Tin* had gone ashore on the bar at Sepang, which is close to Port Dickson. Messrs. Wee Bin and Co. the owners of the *Hiung Tin* sent the *Hong Lian* to her assistance yesterday. No details of the accident have yet come to hand, but it is understood that she is in a dangerous position.

It will be remembered that a year ago Christian people in the United States and Canada were asked to join in a week of special prayer for missions abroad, during the week beginning with April 5th and closing with Easter Sunday. The response was so general and cordial that the Fifteenth Annual Conference of the Foreign Mission Boards in the United States and Canada meeting in January decided to repeat the call for united prayer, during the week beginning March 27th and closing April 3, 1904. As Andrew Murray puts it, "The missionary problem is a personal one. No sacrifice can be too great if we can only get the Church to take time and wait quietly before the throne of God, to review her position, to confess her shortcomings, to claim God's promise of power, and to consecrate her all to His service."

The Russian battleship *Albatros* *Vladimir Tauritsky* (one wonders how this formidable name will be abbreviated for daily use in the Russian Navy), which was laid down more than six years ago at Nikolaieff, has just succeeded in getting through her official trials satisfactorily, but beyond the bare statement that the designed horse-power (10,600) was considerably exceeded, no particulars as to speed, consumption of coal, &c., have been allowed to transpire. The length of time this ship has been under construction—equivalent to the loss of nearly one-third of her life of efficiency, as against the average in the British construction of one-sixth or one seventh. In the British Navy, ships rarely attain to a "life of efficiency" of twenty years' duration, and such brevity of existence as efficient fighting machines and their ever-increasing cost render it desirable; not to say imperative, that the period under construction should be reduced by all possible means consistent with good and reliable workmanship. The same law obtains also in the Russian as in all other navies, and the Russian shipbuilders will have to shorten the time for construction if it is desired that that country should reap the fullest benefit of its outlay on its Navy. It is stated that the ship, machinery, armament, armour, and in fact the whole of the fittings, are entirely the products of Russian workshops, and made of Russian material.

"BOY VOYAGE"

PRESENTATIONS

Shortly before ten o'clock this morning members of the Sanitary Department assembled in the Board room for the purpose of saying "good-bye" to two popular officials, who have now left for Europe on leave. One was Mr. G. A. Woodcock, the popular secretary, who has been associated with the Sanitary Board upwards of four years, and the other was Mr. J. J. Bryan, sanitary surveyor. To Mr. Woodcock they presented a handsome silver dragon bowl and stand of typical Chinese design, on which was engraved the following words: "Presented to G. A. Woodcock, Esq., as a mark of esteem," while Mr. Bryan was given a prettily designed silver fruit dish and ebony stand, inscribed: "Presented to J. J. Bryan by officers of the sanitary department."

The Hon. Dr. Atkinson (President of the Board), who made the presentations, said: "Mr. Woodcock and Mr. Bryan, I have been asked by the members of the Sanitary staff to present to you these vases as a small token of their regard and esteem on your departure, on leave, to England. The members of the staff feel that they cannot allow you to go away for such a long period without their giving you some token of their appreciation of the vigilance you have always rendered to them in the course of your work. I am sure they will all join with me in wishing you a pleasant voyage and a very good time in the old country (plause). With reference to Mr. Bryan, I hope

especially that he will be able to come back perfectly restored to health; for, as you know, in the course of his duties he sustained an injury to one of his knee joints, which has laid him up for some months. We hope that the rest and advice he will be able to get in England will restore him to perfect health (applause). On behalf of the members of the sanitary staff, I wish you, *bon voyage* (applause). Mr. Woodcock said: "Dr. Atkinson and gentlemen, I thank you very much, indeed, for this very fine present, but I feel sure you will agree with me that it was unnecessary to do so because I am certain we have got on very well together. I must acknowledge I am rather a bad hand at public speaking, but like most people I can wish for a good deal, and it is, indeed, a very hearty wish, of mine that, notwithstanding the fact that during the past year excellent work has been done by the department, that the work may be improved year by year until the plague is finally stamped out. Another wish of mine is that all those who went in for the recent examination may come out with glowing colours (applause). And yet another. It is that the Civil Service Club may win the shield next year (applause). In our team we have some excellent material, and I remember that on three occasions, over 50 runs have been made—I need not add they were not scored by myself. On one memorable occasion, I believe I made six. And lastly, now that the time is nearing for my departure, I wish you all "good-bye" (applause). Mr. Bryan said: "Dr. Atkinson and gentlemen, I am sure if I had been in perfect health, which, unfortunately I am not to-day, I would express, more adequately, my sincere thanks for your kindness and for Dr. Atkinson's kind remarks in presenting me with this token of your esteem. You will, I am sure, pardon me, if I refrain from making a speech as it is rather difficult for me to speak this morning. I can assure you that I appreciate your kindness, and thank you very much, indeed. (applause)."

THE DECREASE IN CRIME.

STOCKS AND BANISHMENT AS DETERRENTS.

THE POLICE AND MR. SERCOMBE SMITH.

Mr. T. Sercombe Smith took his seat on the Bench at the Magistracy to-day for the last time as Senior Magistrate, he having been appointed to act as Puisne Judge during the absence on leave of His Honour Mr. A. G. Wise.

A pleasing ceremony was enacted at the Magistracy this morning when the Police Inspectors and subordinates, with Chief Detective Inspector Hanson as their spokesman, met in Court to offer their congratulations to Mr. Smith and express their regret at his leaving the Bench.

Mr. Hanson said that when the Police force knew that Mr. Smith was to be transferred to the acting Puisne Judgeship for a term, they felt they could not allow the opportunity to pass without congratulating him on his advancement, and to thank him for the help he had given to them when they had come before him with cases, and for his advice on points of law that cropped up. Though it was said that a policeman's life was not a happy one, Mr. Hanson remarked there was a certain amount of satisfaction in enjoying the confidence of their superiors and the public. They wanted the criminals to dread them, and the law abiding public to respect them.

Mr. Smith, in thanking Mr. Hanson and his fellow members of the police force, said that he was only going away from them for a short time—perhaps a year. It was with a certain amount of regret that he left the Magistracy, but he was pleased that he was going to a higher office. With respect to the help and advice he had given to the police, he hoped that no member of the force had ever come to him and found him brusque and unwilling to give any assistance he could. He had given it with the greatest of pleasure, because he knew that the training of the police officials had not been such as to make them in all cases entirely conversant with every point of law—he, himself, did not profess to be familiar with every point in law. If he saw that a case had been wrongly lodged or that some advice was desirable upon procedure he never failed to give it. The help he gave was help to himself, as it assisted him immensely. Cases were then prepared accurately. Mr. Hanson had quoted the saying that a policeman's life was not a happy one; well, it had not been much in his power to make that life happier, but he had tried to make them as comfortable as he could while they were in the Court, and if he had contributed in any way to the pleasure of the force then he was well-rewarded (applause). When he first came on the Bench, in July last, there was not the least doubt that there was a large quantity of crime committed in the Colony. The resident Chinese population was a law abiding and very respectable one, and he was always of opinion that the resident Chinese, as well as the Europeans, agreed with pleasure to join in any attempt to diminish crime in their midst. That led him to re-introduce the stocks and pass certain sentences of some severity; they, however, were only passed upon previously convicted offenders. He was happy to say that H.E. Sir Henry Blake, our late Governor, and the present Officer Administering the Government had recognised that the only way to decrease crime in the Colony was to banish persons who had come here to take away what they could get. As a result of the measures he had taken—stocks and, primarily and essentially, banishing—and by means of the co-operation of the police, he was glad to say that his work, and the work of his colleagues, during the last five or six months had caused crime to considerably decrease. He felt it to be a very high honour to be asked to meet the members of the force spontaneously, and he hoped that his successor would be on the same friendly terms with them as he had been, and that the decrease in crime would be constant. He was glad that the police would be very well served by the new Magistrate, and he hoped that the new Magistrate would be very well served by the police.

In conclusion, he said that before he knew he would be approached by the Inspectors he had written to the Captain Superintendent of Police asking him to convey to the members of the police force his appreciation of their services in the past. (Applause).

MILITARY ASPECT OF KORSA.

Writing on the military aspect of Korea in the *Morning Post*, Mr. Ernest Dawson says:—"The map of Korea shows two roughly parallel lines, either of which might serve as a natural frontier between that kingdom and China. They are the line of the Yalu and Tumen Rivers, which is the actual political frontier; and the line of the mountain range which forms the eastern watershed of those streams and the western watershed of the Ta-tung. On the Ta-tung, and some twenty miles from the mountain range, is the town of Pyon-yan or Ping-an, the site of one of the ancient capitals of the kingdom. Through this place runs the military road from China, which is also a caravan route, and the beaten track of the old French missionaries. The strategic importance of the town is shown by its having been the ground of at least four decisive battles."

ANCIENT BATTLES.

Near the close of the sixteenth century a Japanese Regent, the Shogun Daiko Fidejosi, having determined to invade and conquer China sought the alliance of Korea. The Korean King, having at the moment no particular ground of quarrel with his western neighbour, declined, whereupon the fiery Fidejosi invaded Korea, landing at Fusan with an army of one hundred and fifty thousand men. This force met with but little resistance, and overran the peninsula, capturing and destroying Seoul and taking possession of the whole country right up to the two rivers. The Chinese Emperor, dreading a further advance of the Japanese, put a large army in the field and came to the assistance of Korea. The main body of the Chinese marched overland, crossing the Yalu on the ice; the western coast was at the same time threatened from the sea. Fidejosi concentrated his troops in the valley of the Ta-tung, and gave battle to the Chinese at or near Pyon-yan. The Chinese were severely beaten, and were driven out of the country. The victory however was not followed up. Fidejosi withdrew leaving many of his followers to settle in Korea. Before the century closed he again invaded Korea, defeated another Chinese army at Pyon-yan, and was only prevented from invading China by his own illness and death.

Early in the seventeenth century the Ta-tung Valley was again the scene of an important battle between Chinese and Japanese armies; on that occasion the Chinese were victorious, and the Japanese were driven southward, where they settled in large numbers.

THE LAST WAR.

In 1894 the Chinese, having fortified the town and its approaches, massed their land forces in and around it, while their fleet conveyed transports laden with troops to the mouth of the Yalu. The Japanese, disembarking on both coasts, at Genzan (Won-san) on the east and at the mouth of the Ta-tung, moved in three columns on Pyon-yan, where after two days' fighting on the 15th and 16th Sept., they completely routed the Chinese Army. If, as seems probable, the Russians send gunboats up the Ta-tung and land forces to occupy Pyon-yan and cover the advance of a cloud of horsemen through the passes, it is most likely that the ancient capital will see another bloody combat under its walls. For though, as between Russia and Japan, the possession of Seoul would count for something—far more than between the armies which fought at Pyon-yan in old days—the true objective of the Japanese now, as then, would be the passage of the Yalu.

I stated my reasons in a previous article for believing that if Manchuria were to be the theatre of war, a summer campaign would be the more advantageous for the Japanese. The same peculiar features of their army as would, in that case, operate in their favour seem to promise that for a campaign in Korea the winter would be most favourable. The climate of Korea, owing to its more southerly latitude and influence of the sea on both sides, is much less vigorous than that of Manchuria. At Seoul the mean winter temperature is given by Mrs. Bishop as about 33 deg. Fahrenheit. This implies that the roads and the surface of the country generally are soft and slushy, and the Japanese mobile columns, independent on an emergency not only of wheeled transport but of animals altogether, would find their advantage in this. On the other hand, a Korean winter would have much the same disadvantages for mounted troops as a Manchurian summer, so that the Russians would lose the benefit of their immense superiority, both of numbers and quality, in horses.

THE QUESTION OF ROADS.

The roads of Korea are slightly better and more numerous than those of Manchuria. Beside the important highway already mentioned, there are five public roads of what may be called the first class traversing the peninsula and centering at Seoul. These roads are described with some particularity by Mr. William Elliot Griffith in "Korea, the Hermit Nation" (1897). He says they are from 20ft. to 30ft. wide with ditches for drainage. Three of them reach the capital from Fusan, with many crossings of rivers.

The Ta-tung is navigable as far as Pyon-yan for moderately-sized vessels of small draught. The Kang-Kiang will carry similar vessels as far as Seoul, but at low water the channel at the North of Kangwha Island almost disappears. The Yalu, thirty miles wide at its mouth, narrows considerably immediately above, and at Wiju is navigable only by flat-bottomed craft. Messrs. Yaguchi have built several river gunboats for the Japanese Government resembling those of the Shik class in Europe, that is to say, draught about 6ft. 6in. These vessels are said to be very good.

THE HONGKONG TELEGRAPH SERVICE.

THE WAR.

THE ATTEMPT TO CLOSE PORT ARTHUR.

ADMIRAL TOGO'S REPORT.

(From Our Own Correspondent.)

YOKOHAMA, 29th March,
5.30 p.m.

Admiral Togo, Commander-in-chief, reports that a second attempt to close Port Arthur to the free ingress of the Russian fleet, was made on Sunday last by four Japanese hulks endeavouring to block the entrance to the port.

The approach of the hulks was discovered by the enemy whose fish torpedoes succeeded in sinking two of the hulks, the other two being sunk by their own crews at the mouth of the harbour.

The Admiral regrets that the scheme was not entirely successful, inasmuch as the latter vessels have gone down at some distance apart.

The casualties on the Japanese side are four killed, including Captain Hirose, formerly of the *Hokoku Maru*, and nine wounded.

One of the enemy's torpedo cruisers was hit near the engines. The Japanese torpedo boat flotilla sustained no damage at all.

CONCENTRATION OF JAPANESE FORCES.

100,000 SOUTH OF ANJU.

NEWS FROM NEWCHWANG.

(From Our Correspondent.)

SHANGHAI, 29th March,
6.58 p.m.

It is reported that the Japanese have already landed a force of one hundred thousand soldiers south of Anju. All the troops are marching thither; the advance proceeds slowly. Alimentation stations are being established at points situated fifteen miles apart.

The Russian authorities at Newchwang have declared beans and beancake contraband.

(Reuters.)

The War.

LONDON, 28th March.

General Kuropatkin has proceeded to Liam Yang.

The Russians have proclaimed martial law at Newchwang.

Earl Percy in the House of Commons said that the British Consul at Newchwang had urged the retention of a British warship at that port, but Admiral Sir Cecil Noel concurred with Admiral Sir Cyprian Bridge in considering it inadvisable.

SHIPPING AND MAILS.

MAILS DUE.

French (Annam) 4th prox.
Canadian (Albion) 4th prox.
Indian (Hansang) 4th prox.
American (Doric) 5th prox.
Canadian (Empire of India) 15th prox.
American (Star) 15th prox.

The P. & O. S. S. Co. leave for Hongkong and Shanghai on Thursday the 30th inst. at daylight. Also Manila, Saturday daylight.

The I. C. S. N. Co. leave for Hongkong from Calcutta and the Straits on Saturday the 30th inst. at daylight.

The H. & A. Co. leave for Hongkong from Singapore for this port on Saturday the 30th inst. at daylight.

THE WAR.

DARING NIGHT ATTACK ON PORT ARTHUR.

OFFICIAL REPORT.

Mr. M. Noma, Consul for Japan, has courteously communicated the following telegram forwarded by Baron Komura—

Tokio, 29th March, 3.35 p.m.

Admiral Togo reports that the second attempt to block the entrance to Port Arthur was made at 3.30 a.m. on the 27th inst. when four vessels, escorted by a flotilla of torpedo destroyers and boats, succeeded in approaching to within two miles of the entrance to the harbour before being discovered by the enemy. At the time searchlights were sweeping the water, and as soon as our presence became known a heavy fire was directed on us by the forts on both banks and by the guardships. In spite of this the vessels succeeded in getting into the inner roadstead, where the *Chiyo Maru* dropped anchor about half a cable's length from the beach on the West of Golden Hill, and was successfully sunk by her crew. The *Fukui Maru* was steered to the left of this vessel, and when about to drop anchor was struck by a fish torpedo from the enemy and sunk. The *Yahiko Maru* anchored on the left of the *Fukui Maru* and was sunk by her crew, while the *Yonayama Maru*, which had crept up between the *Chiyo Maru* and *Fukui Maru*, after coming into collision with the stern of a Russian destroyer, came to anchor in the middle of the roadstead where she was struck by a fish torpedo from the enemy, which caused her to heel over and drift on to the left bank.

Admiral Togo regrets that this desperate attempt to block the entrance to Port Arthur was not entirely successful, inasmuch as a navigable channel exists between the hulks of the *Yahiko Maru* and the *Yonayama Maru*.

He further reports the following casualties on the four vessels:—Killed: Commander Takeo Hirose, one midshipman and two of the crew. Wounded (seriously): Sub-lieutenant Shimada; (slightly), Lieutenant Masaki, chief engineer Kurita, and six of the crew. The crews of the vessels were taken on board of the destroyers and torpedo boats.

The torpedo boats *Aolaka* and *Tsubame* when within a mile of the entrance to the port met a Russian destroyer. A heavy fire was kept up on both sides, the enemy's vessel sustaining serious damage to her engines, clouds of steam being seen to rise up from her as she steered away.

It is reported that, while our torpedo boats were returning from their mission, what appeared to be a Russian warship, was observed lying close under Golden Hill, having apparently sustained serious damage in one of the fleet engagements.

A heavy fire was directed upon our destroyers and torpedo boats until daylight; but no damage was caused.

LAND ENGAGEMENT.

Tokio, 30th March, 10.30 a.m.

It is officially reported that on the 28th inst. a detachment of Japanese cavalry and infantry encountered the enemy outside of the south gate of Chongfu. An engagement took place, the Russians being driven from the city. The enemy, numbering about 600, retired to Wiju. Casualties: Japanese (killed) Lieut. Kano and four men; (wounded), Capt. Kurokawa and eleven men. No losses were sustained by the infantry. Two of the enemy were found dead on the field, and subsequently seven or eight of their slain were discovered in the fortifications. The dead were carefully removed on horses and ambulances during the progress of the fight, and in spite of the Japanese fire the enemy were observed carrying away two Russians, apparently officers. Blood-stained bandages were found scattered over the ground and by these it is surmised that the Russian casualties were, at least, equal to those of the Japanese.

The Japanese entered into possession of the city.

THE LATE CAPT. HIROSE.

The late Captain Hirose, whose death is reported in the special telegram from our Yokohama correspondent and confirmed in the official report communicated to us by the Japanese Consul, was one of the most gallant of the younger officers in the Japanese navy. Previous to the first attempt to block the entrance to Port Arthur, Capt. Hirose was a torpedo lieutenant attached to the destroyer *Fuji*. He was given the command of one of the transports (the *Hokoku Maru*) on the attack on Port Arthur on the 23rd ult., when the vessel was scuttled by her crew and sunk just below the lighthouse and to the left of the entrance. Writing to his sister-in-law after his plucky feat, he sent her a note remarkable for its brevity. It ran thus:—
"I have fought a victory and am healthy."
For his daring Lieut. Hirose was promoted to a captaincy of the second rank; he met his death, as reported, in the second attempt to close the entrance to the harbour at Port Arthur on the 27th inst., which has again failed of success.

RUSSIA'S PROTEST TO THE POWERS.

THE CHARGES AGAINST JAPAN.

We have already reported that Count Lamsdorff, the Russian Foreign Minister, on the 22nd ultimo sent a communication to the Powers making a number of charges against Japan. The full text of this dispatch has now been received by the American mail, and runs as follows:—

"Since the rupture of negotiations between Russia and Japan, the attitude of the Tokyo Cabinet has constituted open violation of all customary laws governing the mutual declarations of civilised nations. Without specifying each particular violation of the laws on the part of Japan, the Imperial Government considers it necessary to draw the attention of the Powers to the acts of violence committed by the Japanese Government with respect to Korea. The independence and integrity of Korea as a fully independent empire has been fully recognised by all the Powers, and the inalienability of this fundamental principle was confirmed by Article 1 of the Shimonoeki Treaty, and by the agreement for this purpose between Japan and Germany on January 30th, 1902, as well as by the Franco-Russian declaration of March 16th, 1901.

"The Emperor of Korea, foreseeing the danger of a possible conflict between Russia and Japan addressed, early in January 1904, a Note to all the Powers declaring his intention to preserve the strictest neutrality. This declaration was received with satisfaction by the Powers and it was ratified by Russia.

"According to the Russian Minister to Korea, the British Government charged the British diplomatic representative at Seoul to present an official Note to the Emperor of Korea thanking him for his declaration of neutrality.

"In disregard of all these facts, in spite of all Treaties, in spite of its obligations and in violation of the fundamental rules of international law, it has been proved by exact and fully confirmed facts that the Japanese Government—

"First—Before the opening of hostilities against Russia, landed its troops in the independent empire of Korea, which had declared its neutrality.

"Second—With a division of its fleet Japan made sudden attack on February 8th—that is, three days prior to the declaration of war—on two Russian warships in the neutral port of Chemu po. The Commanders of these ships had not been notified of the severance of diplomatic relations, as the Japanese maliciously stopped the delivery of Russian telegrams by the Danish cable and destroyed the telegraphic communication of the Korean Government. The details of this dastardly attack are contained and published in an official telegram from the Russian Minister at Seoul.

"Third—In spite of the international laws above mentioned and shortly before the opening of hostilities, the Japanese captured as prizes of war certain Russian merchant ships in neutral ports of Korea.

"Fourth—Japan declared to the Emperor of Korea, through the Japanese Minister at Seoul, that Korea would henceforth be under Japanese administration, and she warned the Emperor that in case of his non-compliance Japanese troops would occupy the palace.

"Fifth—Through the French Minister at Seoul she summoned the Russian Representative at the Korean court to leave the country, with the staffs of the Russian Legation and Consulate.

"Recognising that all the above facts constitute a flagrant breach of international law, the Imperial Government considers it to be its duty to lodge a protest with all the Powers against this procedure of the Japanese Government, and it is firmly convinced that all the Powers, valuing the principles which guarantee their relations will agree with the Russian attitude. At the same time the Imperial Government considers it necessary to issue a timely warning that, owing to Japan's illegal assumption of power in Korea, the Government declares all orders and declarations which may be issued on the part of the Korean Government to be invalid. "I beg you to communicate this document to the Governments which you are accredited."

Three weeks ago the Japanese Government replied to the protest of Russia. We published the Government's reply in our issue of the 10th inst., and now reproduce it as follows:—

"The Japanese Government does not see any necessity at this juncture to express concern regarding the opinions or declarations of Russia, but as the ignoring of the accusations made may convey a wrong impression to neutral Powers, it is considered the right and duty of the Japanese Government to refute the allegations. The Government therefore proposes to answer the accusations contained in the five items of the Russian declaration to the Powers. Its answer is as follows:—
"First—The Japanese Government admits that Japanese troops landed in Korea prior to the declaration of war, but a state of war at that time already prevailed. The object of the present war being the maintenance of the independence and integrity of Korea, the dispatch of troops to the districts invaded by Russia is within our right, especially as we first obtained the approval of the Korean Government. The landing of troops in Korea is an entirely different movement from the dispatch by Russia of large forces to Manchuria during peaceful negotiations and without the approval of China. From this it may be inferred on whose side the right is.
"Second—Item 2 in Russia's declaration is entirely groundless, Japan never having prevented the delivery of Russian telegrams received by the Danish submarine cable (Great Northern), nor has Japan suppressed the telegrams received by the Korean Government. Regarding Russian allegations against Japan in connection with the attack on warships in Chemulpo harbour, it is sufficient to say that a state of war already

existed, and that the Korean Government had concurred in Japan's landing troops in Chemulpo, so that the harbour could not be regarded as a neutral port.

"Third—The Japanese Government has established Prize Courts, and the same are empowered to give a final decision as to the legality of the seizure in the case of vessels of the enemy that are captured. It is not, therefore, opportune for Russia to make any declaration regarding this matter.

"Fourth—The Japanese Government declares that what is mentioned in Item 4 in the Russian communication is entirely without foundation.

"Fifth—The Japanese Government does not hesitate to declare that Item No. 5 is inaccurate, the Government having neither directly nor indirectly demanded that the Russian Minister leave Korea. On the 10th February, the French *Charge d'Affaires* called upon our Minister and informed him that the Russian Minister was desirous of leaving Korea. The *Charge* asked our Minister's opinion regarding the matter, and our Minister replied that if the Russian Minister left peacefully with his staff and the Legation guard, the Minister would have the protection of the Japanese troops. The foregoing is confirmed by correspondence between the Japanese and French representatives. The Russian Minister left the Korean capital on the 12th February of his own free will and was escorted by our troops to Chemulpo. It is to be noted in addition that the Russian Consul at Fusan remained at his post to the 21st February, in consequence, as stated, of his receiving no instruction. It may be that the Russian Minister omitted before his departure to send the Consul instructions. When it became known that the Consul desired to leave Fusan as soon as possible, our Consul at that port gave him every assistance, and through our Consul's endeavours the Russian Consul and party left for Shanghai via Japan."—*Kobe Chronicle*.

WAR SONG BY GENERAL FUKUSHIMA.

The famous song of General Fukushima, entitled "Russia Seibatsu," is sung in schools by tens of thousands of pupils, and is on sale in book stores all through the Empire. It is set to a tune that combines the Japanese minor strain with a martial Occidental tempo. It was sung at the farewell meeting of six hundred army officers in Sendai, where a among other foreigners heard it rendered by school children especially trained by Professor J. Shikama. The following free translation, which is less emphatic, if anything, than the original, gives an idea of the manner in which Russian character is being taught to Japanese children by this song.—Charlotte B. De Forest, in *Japan Times*.

Hail the Rising Sun, the emblem
Of our world-renowned Japan!
In the morning rays her banner
Gleams across her kingdom's span.

Great her people!—love of justice
And of fellow man inbred,
With a brave and loyal service
To her great Imperial Head.

Lo, our foe—a land that knows not
Truth and righteousness by name;
Lies and treachery its usage,
Plunder and rapine the same.

Guileless babes and maidens murdered,
Burning homes that rise no more,
Witness to the Slav whose practice
Gods and men alike abhor.

Board the land—a storm-swept desert;
Peoples mixed, and lawless hordes;
Cowards, at Pekin they faltered,
In the face of Chinese swords.

Gossack name, once famed in story,
Now is but an ancient lay:
Melting snow in morning sunlight,
Russian armies fade away.

Up and forward, steeds and warriors!
March! Already spring is here.
Righteous war admits no foe-man;
Joy is ours with nought to fear.

Break the ramparts of Port Arthur,
Tear the walls of Harbin down!
On the heights of Ural mountains
Float the Banner of the Sun!

Drive the Slav unto the forests;
Let him hide within their shade.
Ancient Moscow be his refuge,
There his bloody hand be stayed.

Then unto our Sovereign's glory
Praises sound and never cease,
While our hearts unite, rejoicing
In a great and world-wide peace.

MARQUIS ITO'S MISSION.

With one unanimous voice the press welcomes the appointment of Marquis Ito to his important mission. We (the *Japan Times*) have already given a summary of the *Nichi Nichi's* comment on the subject, but the paper holds widely divergent views. The *Nippon*, for instance, points out that it is too early yet to decide definitely upon the line of action this country is going to take in order to carry out the purposes of the new agreement. There have of late occurred in Korea many uncanny things, as, for instance, the reported difference of views among our authorities despatched there, the dismissal of Yi Yong-ik from office and his sojourn in this country, the arrest of the secret envoys Min and Yi at Chemulpo, etc. Though ostensibly on a non-political mission, Marquis Ito's presence in Korea, the *Nippon* hopes, will have the effect of solving these mysteries. As for the *Kokumin*, it is convinced that the illustrious statesman's presence in Korea, as evidence of the great concern our gracious Emperor feels in the welfare of that country, will deepen the sense of reliance of the peninsula state on ours, and will at the same time have the effect of making the other Powers see clearer than ever the disinterestedness of our motives with regard to the action we have now taken under

our protection. The *Asahi* sympathetically fancies that many and varied must be the doubts and misgivings that fill the mind of the Korean monarch just at this moment, as to the future of his country, of his country, of his people; and it would not be surprised if Marquis Ito, on his arrival in Seoul, found himself made a target for many curious and unexpected quizzings confidentially asked by his Majesty himself. But the journal is confident that so experienced and tactful a statesman as the Marquis will be able to give satisfactory answers.

According to news from Copenhagen a rather dark picture is given of Russian finances. It is said that though the Russian Budget shows a surplus of 20,000,000 roubles, in reality there is a deficiency of at least 200,000,000 without including a single kopek of the extraordinary military expenses in the Far East. Preparations are being made for drawing in the gold supply of Finland. This will be done partly by establishing a Russian currency in Finland, and partly by replacing the Bank of Finland by branches of the Russian Imperial Bank. It has been telegraphed abroad that Russia has enormous riches in her monasteries. All Russians, however, know that an attempt on the part of the Government to touch clerical property would be the most dangerous course it could take.

PORT ARTHUR DOCKYARD.

EXECUTING REPAIRS UNDER DIFFICULTIES.

One of the employees in the Port Arthur dockyard, who recently escaped to Chefoo by the overland route, says (according to a report in the *Japan Gazette*) that before the war opened one thousand workmen and about a similar number of coolies were employed in the dock, but after the outbreak they gradually escaped and there remain only about four hundred workmen. Owing to the disappearance of coolies about 400 Russian bluejackets are employed in their place. Since the first naval engagement two warships have been docked. The repairs of a cruiser, which was docked about 13th ult., were completed on the 21st and another cruiser is now undergoing repairs, which will not be effected before the 13th inst. The other ships have been temporarily repaired. About nine vessels were afloat in the inner harbour at the time of his escape from Port Arthur.

THE TANJONG PAGAR DOCK CO., LD.

THE CHAIRMAN'S RESIGNATION.

"BACK-STAIR INFLUENCE."

The right hand of Singapore's trade is the Tanjong Pagar Dock Co. Four-fifths of the steamer tonnage goes to the wharves there to discharge and receive cargo and to coal. The Company has a practical monopoly of the ocean-going shipping trade of Singapore, as well as of the docking facilities. The interests of the Port, particularly in its transhipment trade, are inseparable from those of the Company, and this invests the meeting held to-day (22nd inst.) with an importance not shared by the meeting of any other commercial trading company in the Colony. We have been told frequently in the past, and indeed it is a matter of notoriety, that the growth of the wharfing and docking facilities at Tanjong Pagar have not kept pace with the growth of our trade. That while the trading and shipping tonnage have been always steadily and often rapidly increasing, its right hand has but grown in its capacity to receive charges and pay dividends. The official view may be found in a letter from the Government to the Dock Company on Nov. 13th, 1900, when Sir Alexander Swettenham caused to be written the following:—

"For nineteen years the Company has failed to carry out this object (the construction of wharves and godowns for the accommodation of shipping) with the result that the wharves in Singapore are notoriously unable to accommodate the shipping seeking them, and amongst many others, a vessel loaded with coal for Her Majesty's Navy has been detained seven days awaiting a berth at the Company's wharves. . . . The Officer Administering the Government deems it his duty to put an end, as soon as he can, to a privilege which has been exercised so disadvantageously to the interest of the public."

The view of the general public has been just as emphatic—the Company has not kept pace with the times. Hitherto the reasons commonly assigned for the lack of improvement and expansion have been lack of capital and the supineness of the local directors, added to the determination of the shareholders to get a dividend of 12 per cent. per annum. The remarkable speech of Mr. John Anderson made at the meeting to-day, assigns another as the cause for the absence of progress, the peculiar influence of the London Consulting Committee.

Here we have the late Chairman of Directors, a gentleman who has been intimately connected with the Company's operations in Singapore for twenty years, deliberately charging the London Consulting Committee, a body of five men ostensibly appointed from Singapore, with consistently opposing reform and thwarting the desires of the Directors for improvement, by measures which are described by him in terms that must cause the gentlemen in London and their local nominees to writhe. Mr. Anderson's speech is as remarkable for its length, as for the directness of the language he employs, and the detailed instances of "back-stair influence" he gives. It may be well here to summarise the charges which he formulates against the London Consulting Committee, and the local directors lately his colleagues. He charges the London Board with—

- (1) "subordinating the interests of the company, i.e., of the Port, and the Colony, to the payment of present dividends;
- (2) doubling the capital of the company on paper;
- (3) blocking all developments and improvements;
- (4) harping the Directors by (a) rejecting necessary works, (b) prejudicing 'outgoing officers' against 'local experience,' (c) bullying their junior local representatives, until they

have not a soul to call their own, or a consistent independent vote to give, (d) interfering with and nullifying the construction, administrative, and trading operations undertaken by the Directors;

- (5) Entering into contracts without constitutional power, e.g. new offices, the amalgamation with the New Harbour Dock, and the "carte blanche" appointment of a Managing Director;
- (6) Wrongfully representing that they represent the shareholders in England;
- (7) Wrongfully calling together partial meetings of shareholders;
- (8) Withholding reports of vital interest to shareholders from the knowledge of shareholders.

There is no denying the gravity of these charges, coming as they do from a man of Mr. Anderson's exceptional knowledge of the inner working of the Company. Were the Tanjong Pagar Dock Company an ordinary commercial concern carrying on operations in the Colony, such allegations, primarily of interest to the shareholders would be matter of public comment. But the T.P.D. Co. is in the possession of certain exceptional privileges from the Colony, in the shape of land grants and seafrontages, which give them practically a monopoly of the wharfage and docking facilities of the New Harbour. Mr. Anderson, by implication, admits that the Company has failed in its object of "providing wharf godowns and docking facilities" for the shipping of the Port. He names the disease—dual control, and back-stair influence and calls on shareholders to end the present state of things. For the present we leave Mr. Anderson's indictment in the hands of shareholders, only saying that if the right hand of Singapore as diseased as he says it is, the mere appointment of two Government nominees will not heal it, and that seem the only reform within reach at present, and so long as the London Committee continue to command a majority of votes at the meetings of the Company. There is one other remedy, which Mr. Anderson is not in favour of; it is based on the saying "If thy right hand offend thee, cut it off" and the surgeon in this case would be the Colonial Government and the Colonial Office. One point is material. The Singapore wharves and docks do not serve local trade alone. There is an Imperial aspect, and in the light of a controversy that raged for years over this Colony, that Imperial aspect is, now, and much more in the future, the more important. The Government's responsibilities to Singapore, the Colony, the Empire, are therefore a very grave and weighty character.—F. S. Pree.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

| | |
|---|----------|
| London—Bank T.T. | 1/9 7/16 |
| Do. demand | 1/9 1/16 |
| Do. 4 months' sight | 1/9 1/16 |
| France—Bank T.T. | 2/24 |
| America—Bank T.T. | 4/31 |
| Germany—Bank T.T. | 1/8 1/2 |
| India T.T. | 1/33 |
| Do. demand | 1/34 |
| Shanghai—Bank T.T. | 7/2 |
| Japan—Bank T.T. | 88 1/2 |
| Singapore—Bank T.T. | Nominal |
| Java—Bank T.T. | 10 1/2 |
| Buying. | |
| 4 months' sight L/C. | 1/9 1/16 |
| 6 months' sight L/C. | 1/10 |
| 30 days' sight San Francisco & New York | 4 1/4 |
| 4 months' sight do. | 4 1/4 |
| 30 days' sight Sydney and Melbourne | 1/2 1/2 |
| 4 months' sight France | 2/29 |
| 6 months' sight do. | 2/30 1/2 |
| 4 months' sight Germany | 1/8 1/2 |
| Bar Silver | 25 11/16 |
| Bank of England rate | 4 % |

OPIMUM QUOTATIONS.

| Opium | Per chest |
|-----------------|---------------|
| Malwa New | @ 940/970 |
| Old | @ 980/1,050 |
| Patna New | @ 1,100/1,160 |
| Benares New | @ 1,307 1/2 |
| Persian (Paper) | @ 850/950 |

To-day's Advertisements.

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 1st and 4th proximo, respectively.

Hongkong, 30th March, 1904. [450]

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN OF 1886, E.

35TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on or after, the 31st March, 1904.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned. For the HONGKONG AND SHANGHAI BANKING CORPORATION, Agents issuing the Loan, J. R. M. SMITH, Chief Manager. Hongkong, 30th March, 1904. [451]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that PRATICE with 15-pr. B.L. guns will be carried out from the road near Saiwan Hill in a direction South-East on to Dragon's Back, and with 47" Q.F. guns from Lyemun in a direction North-East across the sea on to High Junk Peak on the 8th April, 1904, between the hours of 10 a.m. and 2 p.m.

By Command, A. M. THOMSON, Acting Colonial Secretary, Colonial Secretary's Office, Hongkong, 30th March, 1904. [454]

TO LET.

"CRAGSIDE," BARKER ROAD, PEAK. For Particulars, apply to—MURRAY STEWART, 11, Beaconsfield Arcade. Hongkong, 30th March, 1904. [455]

To-day's Advertisements.

IMPERIAL-GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD.

Captain R. Heintze, will leave for the above

places TO-MORROW, the 31st inst., at Noon.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 30th March, 1904. [45]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary is given before 5 P.M.

TO-DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 6th April, will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on WEDNESDAY, the 6th April,

at 9.30 a.m.

All Claims must reach us before MON-

DAY, the 11th April, or they will not be re-

cognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 30th March, 1904. [46]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ARTEMISIA,"

Captain Gronmeyer, will be despatched for the

above Ports, on THURSDAY, the 7th April,

at Noon.

For Freight, apply to

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 30th March, 1904. [449]

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain C. Willis, will be despatched as above,

on WEDNESDAY, the 6th April, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 30th March, 1904. [453]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. C. Spence, will be despatched for the

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|----------------|
| GLASGOW and LIVERPOOL | "OOPACK" | On 31st March. |
| GLASGOW and LIVERPOOL | "JASON" | On 5th April. |
| GLASGOW and LIVERPOOL | "ACHILLES" | On 10th April. |
| GLASGOW and LIVERPOOL | "ALCINOUS" | On 16th April. |
| GLASGOW and LIVERPOOL | "HYSON" | On 17th April. |
| GLASGOW and LIVERPOOL | "PROMETHEUS" | On 24th April. |
| GLASGOW and LIVERPOOL | "DEUCALION" | On 1st May. |
| GLASGOW and LIVERPOOL | "ULYSSES" | On 7th May. |
| GLASGOW and LIVERPOOL | "DARDANUS" | On 13th May. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|----------------------------|--------------|----------------|
| LONDON & ANTWERP | "PAKLING" | On 29th March. |
| LONDON & ANTWERP | "MACHAON" | On 12th April. |
| *GENOA, MARSEILLES & LPOOL | "IDOMENEUS" | On 14th April. |
| LONDON & ANTWERP | "TELEMACHUS" | On 26th April. |
| LONDON & ANTWERP | "JASON" | On 10th May. |
| *GENOA, MARSEILLES & LPOOL | "ACHILLES" | On 20th May. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|----------|----------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA. | "HYSON" | On 19th April. |

S.S. "PING SUEY" will leave Victoria, B.C., for Japan and Hongkong on 24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th March, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

| FOR | STEAMERS | TO SAIL |
|--|-----------|--------------------------|
| SHANGHAI | "KASHING" | 31st March, at Daylight. |
| SHANGHAI | "WEAMPOA" | 4th April. |
| MANILA | "KAIPOK" | 6th April. |
| ILOILO | "WUOHANG" | 7th April. |
| SWATOW and TIENSIN | "CHIHU" | 7th April, at 4 p.m. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | 8th April. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A fully qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th March, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|---------------------------------|
| RUBI | 2540 | R. W. Almond | MANILA (DIRECT) | THURSDAY, 31st March, at 4 P.M. |
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 9th April, at 10 A.M. |
| PERLA | 1980 | | | |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 29th March, 1904

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail |
|-------------|-------|---------|-----------------|
| "NICOMEDIA" | 4,371 | | April 14, 1904. |
| "ARABIA" | 4,483 | | |
| "AROGONIA" | 5,198 | | |
| "NUMANTIA" | 4,370 | | |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF:—At the Western end of Wing Lok Street.
The Steamers run an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 31st January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Captain Ramsey, of 1,068 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " "
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
Hongkong, 9th March, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangoul, leaves Hongkong for Canton at 8 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN" Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese.....80
Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW".....1,300...J. P. MARTIN.
"KWONG TUNG".....1,338...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD. and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, on FRIDAY, the 1st proximo, at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAFLAIR & Co.,
General Managers.

Hongkong, 29th March, 1904.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDEUTSCHER LLOYD,
Captain R. Heintze, due here with the outward German Mail about WEDNESDAY, P.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 28th March, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ANNAM,"

Captain Gerard, will be despatched for the above Ports, on or about MONDAY, the 4th April.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 28th March, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SAINT IRENE".....29th April.
For Freight and further information, apply to

DODWELL & Co., LIMITED.

Hongkong, 26th March, 1904.

SAVARESSE'S
SANDAL
CAPSULES

Not made of Glycerine, most efficacious, because absolutely pure English Oil.
Full directions. All Chemists.
Sole Agent: Savarosse's.

To be Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 26th March, 1904.

TO LET.

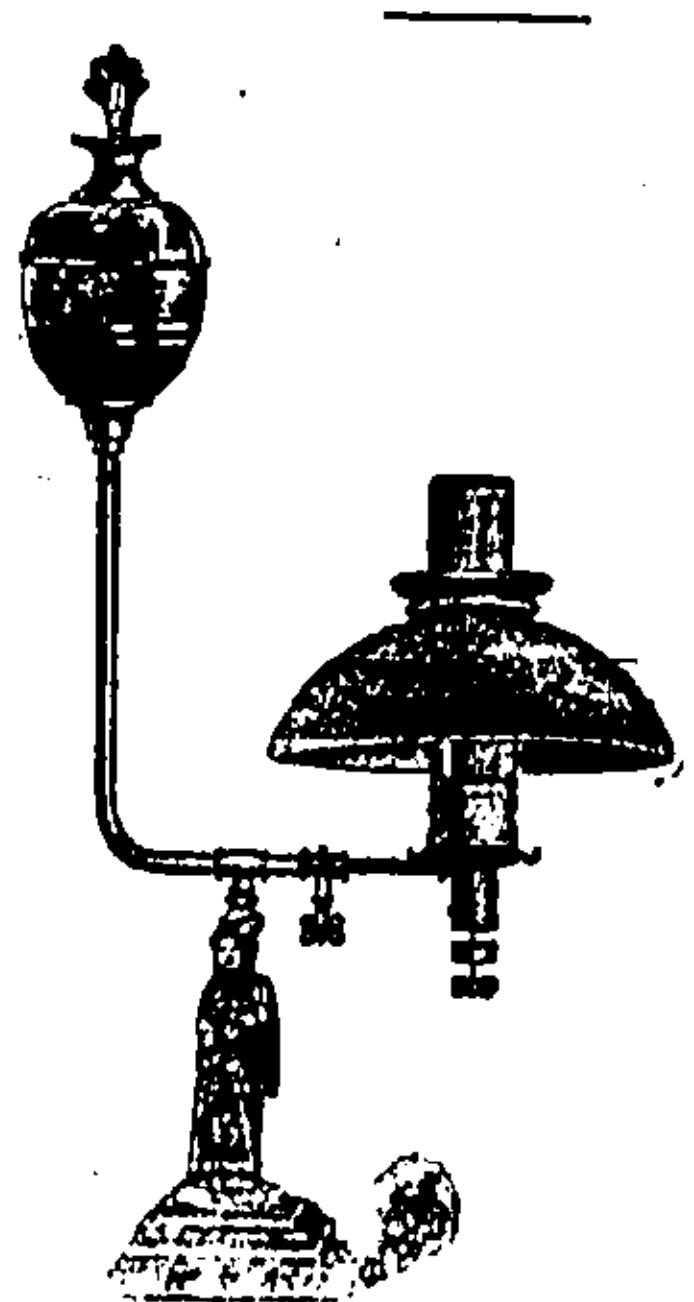
A SMALL OFFICE, in Central of DES VŒUX ROAD.
Apply to—
"B. C."
C/o Hongkong Telegraph.
Hongkong, 15th March, 1904.

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.
Available 1st March.
Apply to—
THE SAM WANG CO., LD.
Hongkong, 5th February, 1904.

For Sale.

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.
Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
Lamps fixed up for Buyers free of charge.
Naphtha of the best kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace.
Hongkong, 17th November, 1903.

Intimations.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short-acting, often after days, removes all discharges from the urinary organs, effectually suppresses the secretion of urine, which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysuria, piles, irritation of the lower bowels, gonorrhoea, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 purifies the blood, cures, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gonorrhoea, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 cures nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 1/6 & 1/3 in India; at which the three numbers are required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (the white letter on a red ground) affixed to every box kept in order of its Majesty's Her Majesty's Commissioner, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

LEVY HERMANOS.

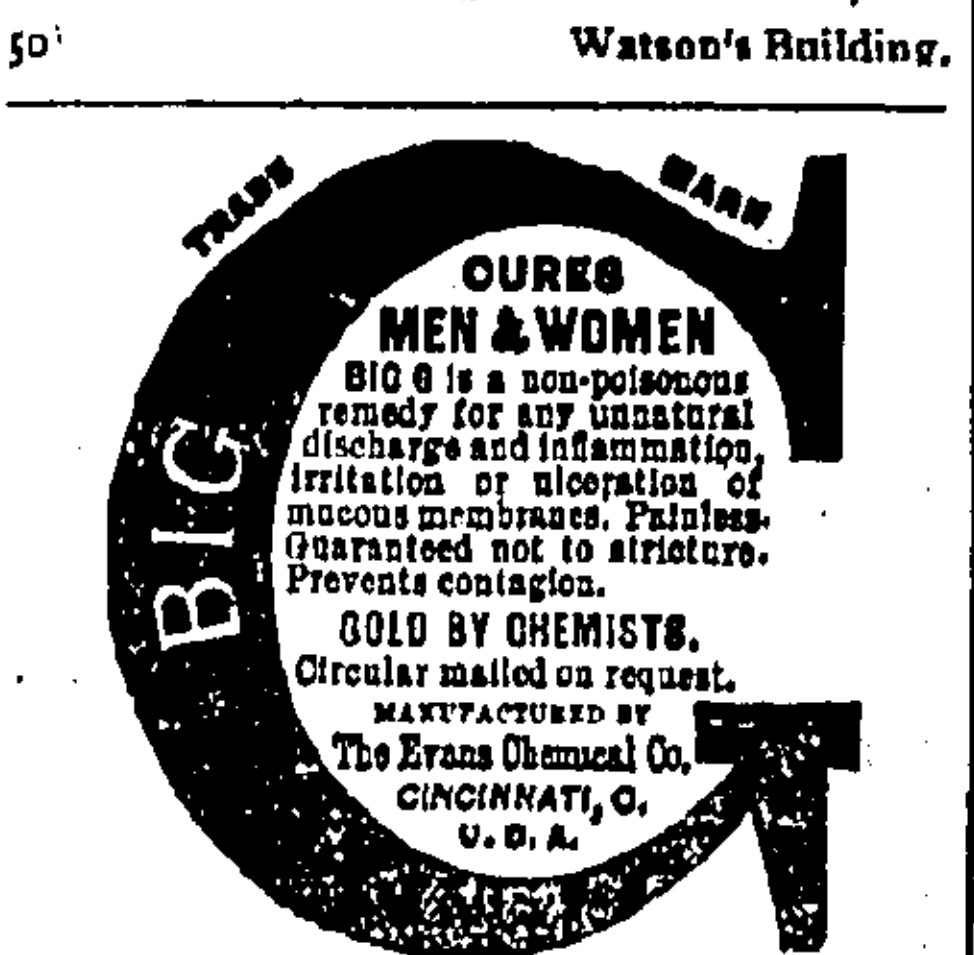
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.



AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing (Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 27th April, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENTS RATES.

(per inch.)

| | |
|---------------------------------|-------------|
| One week..... | 5 00 |
| One month..... | 7 00 |
| Two months..... | 13 00 |
| Three "..... | 20 00 |
| Six "..... | 37 50 |
| Twelve "..... | 73 00 |
| No charge less than one dollar. | |
| Discount allowed on— | |
| 3 Months Contracts..... | 5 per cent. |
| 6 "..... | 10 " |
| 12 "..... | 25 " |

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards (and drum below) indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony; and that the wind is expected to veer.

Shipping.

| Ship | Agent | Destination |
|---|-------|-------------|
| Glenartney, Br. s.s., J. Stevenson, 29th Mar.,—Singapore 3rd Mar., Gen.—McG. & G. | | |
| Madeline Rickmers, Ger. s.s., 1,020, Sanders, 29th Mar.,—Bangkok 23rd Mar., Rice.—B. & S. | | |
| Admiral, Portuguese cruiser, 1,300, Antas Ribeiro, 2nd Mar.,—Macao 29th Mar. | | |
| Kwongsang, Br. s.s., 1,427, Lake, 29th Mar.,—Canton 29th Mar., Gen.—J. M. & Co. | | |
| Attaka, Br. s.s., 1,400, Jones, 29th Mar.,—Bangkok 19th Mar., Gen.—J. M. & Co. | | |
| China, Ger. s.s., 1,020, Kruebbe, 30th Mar.,—Saigon 24th Mar., Rice.—Chinese. | | |
| Fuanan, Br. s.s., 1,143, W. Fraser, 30th Mar.,—Tientsin via Chefoo and Wei-hai-wei 21st Mar., Gen.—B. & S. | | |
| Bourbon, Fr. s.s., 997, Antoni, 30th Mar.,—Saigon 26th Mar., Rice.—Man Fat. | | |
| Tientsin, Br. s.s., 1,227, Gibbs, 30th Mar.,—Canton 29th Mar., Gen.—B. & S. | | |
| Fritjof, Norw. s.s., 811, Haraldsen, 30th Mar.,—Tamsui 26th Mar., Ballast.—O. S. K. | | |
| Mathilde, Ger. s.s., 678, C. Ulderup, 30th Mar.,—Swatow 29th Mar., Gen.—J. & Co. | | |
| Prinz Heinrich, Ger. s.s., 1,902, Heinze, 30th Mar.,—Bremen 17th Feb., and Singapore 26th Mar., Mails and Gen.—M. & Co. | | |

Clearances at the Harbour Office.

| Ship | Agent | Destination |
|---------------------------------|-------|-------------|
| Fausang, for Saigon. | | |
| Kuan-sha, for Shanghai. | | |
| Kwong-sang, for Swatow. | | |
| Wing-shai, for Swatow. | | |
| Ying-shai, for Canton. | | |
| Tientsin, for Shanghai. | | |
| Kwong Tung, for Canton. | | |
| Express of China, for Shanghai. | | |
| Sailing, for Wuchow. | | |
| Glenartney, for Shanghai. | | |
| Uing-shai, for Macao. | | |
| Loongang, for Manila. | | |
| Sailing, for Singapore. | | |
| Kashing, for Shanghai. | | |

Departures.

| Ship | Agent | Destination |
|----------------------------------|-------|-------------|
| Empress of China, for Vancouver. | | |
| Frederick, for Europe. | | |
| Rafael, for Singapore. | | |
| Daphne, for Kobe. | | |
| Amelia, for Bangkok. | | |
| Emma Lyttel, for Hoihow. | | |
| Signal, for Deli. | | |
| Triumph, for Swatow. | | |
| Wharf, for Canton. | | |
| Java, for Colombo. | | |
| Fue, for Haiphong. | | |
| Eusane, for Calcutta. | | |
| Kwong-sang, for Shanghai. | | |
| Kwong-sang, for Shanghai. | | |
| Loongang, for Manila. | | |

Passengers arrived.

| Ship | Agent | Destination |
|---|-------|-------------|
| Per Human, from Tientsin, &c.—Mr. Karl Dreier, and 17 Naval Ratings. | | |
| Per Preuss, for Hongkong from Yokohama—Messrs. G. F. Peacock, H. Murphy and D. J. Karoonia, from Kobe—Capt. A. F. Ulders, Messrs. F. Weylands, A. Vass and C. Bjorkholm, from Shanghai—Mrs. B. Follender, Mrs. B. Meyer, Mrs. Vasiliki Mentin, Messrs. B. D. Tata, Baris, F. Kulk, W. A. Ward, L. Thompson, Mrs. F. Greta, Messrs. G. Harlin, C. W. Artill, Miss Artill, Messrs. M. Menegu, V. M. Laughton, W. D. Trinnel, W. E. Kent, Miss Chater, Mrs. M. Stephenson, Mrs. R. Williams, Mr. F. T. Mitchell, Mrs. L. A. Munro, servant and amah. | | |

Passengers departed.

| Ship | Agent | Destination |
|---|-------|-------------|
| Per Java, for London from Shanghai—Master J. Addis, Mr. and Mrs. C. S. Addis, 3 children and 2 infants, Mr. and Mrs. W. D. Laing, Miss Laing and 3 children, and Mr. John Ann. From Hongkong—Mrs. Steadman, child and infant, Mr. Palfitt, Mrs. Ollis and infant, Mr. Shoolbred, and Mr. and Mrs. J. C. Good. | | |

Shipping Report.

Str. Human from Tientsin—Fresh N.W. winds and rainy weather throughout.

Ships Expected.

| Vessel | From | Agents | Due |
|---------------|---------------|--------------|----------|
| Annam | Singapore | M. M. | April 4 |
| Athenian | Japan | C. P. R. Co. | April 4 |
| Hangsang | Singapore | J. M. & Co. | April 4 |
| Capri | Singapore | C. & Co. | April 4 |
| Doric | Japan | M. M. | April 5 |
| Artemisia | Singapore | H. A. L. | April 5 |
| Andravelli | Portland | P. & A. Co. | April 13 |
| Emp. of India | Vancouver | C. P. R. Co. | April 15 |
| Siberia | San Francisco | M. M. | April 17 |

Hongkong & Whampoa Dock Returns.

| Ship | At | March 29 | March 30 |
|------------------|--------------|----------|----------|
| Hanoi | Kowloon Dock | 10 a.m. | 4 p.m. |
| Lin Tan | " | 30.06 | 29.06 |
| H.L.G.M.S. Mowee | " | 64 | 60 |
| Tak Hing | " | 88 | 90 |
| H.M.S. Otter | Commeration | | |

Vessels in Port.

| Ship | Agent | Destination |
|---|-------|-------------|
| Amara, Br. s.s., 1,365, C. J. Mattock, 26th Mar.,—Saigon 21st Mar., Rice and Flour.—J. M. & Co. | | |
| Batavia, Ger. s.s., 7,100, Dempwolf, 12th Mar.,—Molli 7th Mar., Coal.—I. A. L. | | |
| Benalder, Br. s.s., 1,933, C. K. McIntosh, 25th Mar.,—Singapore 18th Mar., Gen.—G. L. & Co. | | |
| Binandi, Am. s.s., 273, Diego de Aldanir, 27th Mar.,—Hollo 21st Sugar.—C. H. O. D. & Co. | | |
| Borg, Nor. s.s., 738, Mathisen, 28th Mar.,—Bangkok 20th Mar., Rice.—Chinese. | | |
| Breid, Nor. s.s., 645, J. Talkman, 28th Mar.,—Saigon 23rd Mar., Gen.—Hang Fat. | | |
| Carl Diederichsen, Ger. s.s., 774, Schlaikier, 27th Mar.,—Haiphong 24th Mar., Gen.—J. & Co. | | |
| China, Am. s.s., 1,186, D. E. Friele, 26th Mar.,—San Francisco and Shanghai 24th Mar., Mails and Gen.—P. M. S. S. Co. | | |
| Fausang, Br. s.s., 1,410, Mitchell, 23rd Mar.,—Molli 17th Mar., Coal.—J. M. & Co. | | |
| Foo Shing, Br. s.s., 1,217, T. Arhur, 27th Mar.,—Molli 21st Mar., Coal.—J. M. & Co. | | |
| Gaea, Ger. s.s., 635, H. Dahl, 25th Mar.,—Saigon 20th Mar., Rice and Flour.—Chinese. | | |
| Glenturret, Br. s.s., 3,042, R. Webster, 26th Mar.,—Singapore 19th Mar., Gen.—McG. & Co. | | |
| Hinsang, Br. s.s., 1,536, W. E. Sawyer, 23rd Mar.,—Molli 18th Mar., Coal.—J. M. & Co. | | |
| Kashing, Br. s.s., 1,143, Brown, 18th Mar.,—Tientsin and Chefoo 12th Mar., Gen.—B. & S. | | |
| Kennebec, Br. s.s., 2,876, Wallace, 29th Mar.,—Shanghai 24th Mar., Gen.—S. O. Co. | | |
| Kohsichang, Ger. s.s., 1,209, Spiesen, 29th Mar.,—Bangkok 19th Mar., and Swatow Rice and Wood.—B. & S. | | |
| Lightning, Br. s.s., 2,122, J. G. Spence, 28th Mar.,—Calcutta 12th Mar., Penang and Singapore 23rd Mar., Gen.—D. S. & Co., Ltd. | | |
| Loyal, Ger. s.s., 1,231, Buhmann, 26th Mar.,—Sourabaya 14th Mar., Sugar.—Order. | | |
| Machew, Ger. s.s., 996, H. Hayes, 24th Mar.,—Bangkok 22nd Mar., Rice and Teakwood.—B. & S. | | |
| Mausang, Br. s.s., 1,644, S. J. Payne, 25th Mar.,—Sandakan 19th Mar., Timber and Gen.—J. M. & Co. | | |
| Medan, Ger. s.s., 600, O. Solberg, 27th Mar.,—Singapore 18th Mar., Gen.—Order. | | |
| Monmouthshire, Br. s.s., 1,296, Vyvyan, 25th Mar.,—London 6th Feb., Gen.—S. T. & Co. | | |
| Nicomedia, Ger. s.s., 1,809, A. Wagner, 21st Mar.,—Manila 15th Mar., Gen.—H. A. L. | | |
| Progress, Ger. s.s., 687, T. Bremer, 28th Mar.,—Hoihow 27th Mar., Gen.—S. & Co. | | |
| Quang Nam, Fr. s.s., 710, J. Vidal, 28th Mar.,—Hollo 24th Mar., Sugar and Sapin Wood.—B. & Co. | | |
| Rajaburi, Ger. s.s., 1,186, J. Wendig, 27th Mar.,—Bangkok 20th Mar., Rice.—B. & S. | | |
| Rubi, Br. s.s., 1,611, R. W. Almond, 26th Mar.,—Manila 12th Mar., Gen.—S. T. & Co. | | |
| Thules, Br. s.s., 893, Robson, 27th Mar.,—Fochow 26th Mar., Amoy 27th, and Swatow 28th, Gen.—D. L. & Co. | | |
| Tre nont, Am. s.s., 6,195, Garlick, 19th Mar.,—Manila 15th Mar., Hemp—D. & Co., Ltd. | | |
| Tydeus, Br. s.s., 4,799, M. H. Flood-Jackson, 27th Mar.,—Tacoma via Japan Ports 21st Feb., Nagasaki 23rd Mar., Gen.—B. & S. | | |
| Tyr, Nor. s.s., 1,716, D. L. Daniels, 21st Mar.,—Molli 15th Mar., Coal.—S. W. & Co. | | |
| Wongkoi, Ger. s.s., 1,115, W. Reher, 25th Mar.,—Bangkok 19th Mar., Rice.—B. & S. | | |
| Yuesang, Br. s.s., 1,123, P. H. Rolfe, 28th Mar.,—Manila 25th Mar., Gen.—J. M. & Co. | | |

SAILING VESSELS.

| Ship | Agent | Destination |
|---|-------|-------------|
| Algon Bay, Br. bq., 1,111, Tittle, 4th Mar.,—Hongay 15th Feb., Coal.—B. & S. | | |
| Arrow, Br. 4-masted bq., 2,971, McDonald, 17th Mar.,—from New York, Kerosine Oil.—S. O. Co. | | |
| Lyndhurst, Br. masted-bq., 1,879, Parnell, 30th Mar.,—Kobe 13th Mar., Ballast.—S. O. Co. | | |
| Vale of Doon, Sarawack bq., 669, Wesemeier, 24th Mar.,—Rajang, N.W. Borneo 18th Feb., Timber.—S. W. & Co. | | |

Ships Passed The Canal.

| Ship | Agent | Destination |
|--|-------|-------------|
| Outward—4th March—Artemisia, Oopack, Benlawer, Evansdale, Gragoswald, 8th March—Heinrich, Formosa, Jevier, Prins Jazon, Sikh, 12th March—Achilles, Louis Frader, Wurzburg, M. v. g. Bacquhem, Arabia, 16th March—Standard, Armenia, St. Meridian, Kelvin, Maria, Kilda, 18th March—Porone, Breithuel, 22nd March—Hyson, Oldenburg, Neis, Dornach, Orange, Palermo, Thyra, 25th March—Strasbourg, Arragon, Palma, Salvatig, Homeward—4th March—Hudson, 12th March—Denbighshire, Annam, 16th March—Glenloch, Glenhiel, 18th March—Yarra, Alcinou, Alegia, Kintuck. | | |
| Arrivals—Home—4th March—Yangtze, Glenroy, Pyrus, 7th March—Japan, 8th March—Glenfarg, Georgian Prince, 12th March—Ernest Simons, Sachsen, 16th March—Amelia, Himara, Princess Maria, 18th March—Lowther Castle, Syria, Vindobona, Maria Valeria, 22nd March—Yarra, Nestor, 25th March—Gera, Nubia. | | |

Ships Passed The Canal.

| Ship | Agent | Destination |
|---|-------|-------------|
| Algon Bay, Br. bq., 1,111, Tittle, 4th Mar.,—Hongay 15th Feb., Coal.—B. & S. | | |
| Arrow, Br. 4-masted bq., 2,971, McDonald, 17th Mar.,—from New York, Kerosine Oil.—S. O. Co. | | |
| Lyndhurst, Br. masted-bq., 1,879, Parnell, 30th Mar.,—Kobe 13th Mar., Ballast.—S. O. Co. | | |
| Vale of Doon, Sarawack bq., 669, Wesemeier, 24th Mar.,—Rajang, N.W. Borneo 18th Feb., Timber.—S. W. & Co. | | |

CHINA COAST METEOROLOGICAL REGISTER.

| Ship | Agent | Destination |
|-----------------------|-------|-------------|
| Vladivostok, 7 a.m. | | |
| Namuro, 6 a.m. | | |
| Hakodate, 29.77 | | |
| Tokio, 30.14 | | |
| Kochi, 30.11 | | |
| Nagasaki, 30.15 | | |
| Kagoshima, 30.07 | | |
| Oshima, 30.04 | | |
| Naha, 30.01 | | |
| Ishigakijima, 30.01 | | |
| Taihoku, 5 a.m. | | |
| Taichu, 30.02 | | |
| Tainan, 29.99 | | |
| Koshun, 29.95 | | |
| Pescadore, 30.04 | | |
| Weihaiwei, 9 a.m. | | |
| Gutslaff, 30.31 | | |
| Sharp Peak, 30.17 | | |
| Amoy, 6.30 a.m. | | |
| Swatow, 9 a.m. | | |
| Canton, 30.14 | | |
| Hongkong, 30.13 | | |
| Victoria Peak, 30.10 | | |
| Cap Rock, 30.10 | | |
| Macao, 30.09 | | |
| Haiphong, 30.08 | | |
| Manila, 30.07 | | |
| Bacolor, 9 a.m. | | |
| Cebu, 29.96 | | |
| C. St. James, 10 a.m. | | |

Hong Kong.

| Ship | Agent | Destination |
|--|-------|-------------|
| Canton—Per Hankow, 31st Mar., 7.30 A.M. | | |
| Shanghai, Nagasaki, Kobe and Yokohama—Per Monmouthshire, 31st Mar., 10 A.M. | | |
| 31st Mar., 10 A.M. | | |
| Macao—Per Heungshan, 31st Mar., 1.15 P.M. | | |
| Canton—Per Pusan, 31st Mar., 5 P.M. | | |
| Namtao—Per Taichu, 31st Mar., 5 P.M. | | |
| Sanbu—Per Hoi Fu, 31st Mar., 5 P.M. | | |
| Macao—Per Wingchai, 31st Mar., 5 P.M. | | |
| Singapore, Sourabaya and Samarang—Per Hingang, 31st Mar., 5 P.M. | | |
| Swatow and Bangkok—Per Rajaburi, 31st Mar., 5 P.M. | | |
| Swatow, Singapore and Bangkok—Per Machew, 31st Mar., 5 P.M. | | |
| Tamsui—Per Fritjof, 31st Mar., 5 P.M. | | |
| Canton—Per Honam, 1st April, 7.30 A.M. | | |
| Molli, Kobe, Yokohama, Victoria, (R.C.) and Tacoma—Per Tremont, 1st April, 9 A.M. | | |
| Yap, Saipan, Ruk, Isonape, Kusaie, Jaluit, Ocean Island, Nauru and Sydney—Per Medan, 1st April, 9 A.M. | | |
| Kobe—Per Batavia, 1st April, 9 A.M. | | |
| Bangkok—Per Samten, 1st April, 9 A.M. | | |
| Macao—Per Heungshan, 1st April, 9 A.M. | | |
| Namtao—Per Taichu, 1st April, 9 A.M. | | |
| Sanbu—Per Hoi Fu, 1st April, 9 A.M. | | |
| Macao—Per Wingchai, 1st April, 9 A.M. | | |
| Canton—Per Kinsai, 1st April, 9 A.M. | | |
| Canton—Per Pusan, 2nd April, 9 A.M. | | |
| Macao—Per Heungshan, 2nd April, 9 A.M. | | |
| Namtao—Per Taichu, 2nd April, 9 A.M. | | |
| Sanbu—Per Hoi Fu, 2nd April, 9 A.M. | | |
| Macao—Per Wingchai, 2nd April, 9 A.M. | | |
| Manila—Per Rubi, 2nd April, 9 A.M. | | |
| Saigon—Per Amara, 2nd April, 9 A.M. | | |
| Canton—Per Fatshan, 3rd April, 9 A.M. | | |
| Namtao—Per Taichu, 3rd April, 9 A.M. | | |
| Saibu—Per Hoi Fu, 3rd April, 9 A.M. | | |
| Macao—Per Wingchai, 3rd April, 9 A.M. | | |
| Namtao—Per Taichu, 4th April, 9 A.M. | | |
| Sanbu—Per Hoi Fu, 4th April, 9 A.M. | | |
| Macao—Per Wingchai, 4th April, 9 A.M. | | |
| Shanghai—Per Whampoa, 4th April, 3 P.M. | | |
| Kurose, 4th April, 4th April, 3 P.M. | | |
| Armeda, 4th April, 4th April, 3 P.M. | | |
| Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 5th April, 11 A.M. | | |
| Manila—Per Katsang, 6th April, 3 P.M. | | |
| Yokohama and Kobe—Per Artemisia, 7th April, 11 A.M. | | |
| Hollo—Per Wuchang, 7th April, 2 P.M. | | |
| Swatow and Tientsin—Per Chihli, 7th April, 3 P.M. | | |
| 3 P.M. | | |
| Manila—Per Zafra, 9th April, 9 A.M. | | |
| Enripe, 9th April, 9 A.M. | | |
| Ballaarat, 9th April, 11 A.M. | | |
| Singapore, Penang and Bombay—Per Capri, 13th April, 11 A.M. | | |

Hong Kong.

| Ship | Agent | Destination |
|--------------------------------|-------|-------------|
| Astill, B. W. | | |
| Astill, Miss | | |
| Bakovsky, A. de | | |
| Berry, Thos. | | |
| Baker, Dr. C. J. | | |
| Brown, Mrs. S. E. | | |
| Brown, Kenneth | | |
| Daves, Mr. and Mrs. A. | | |
| Ehrhardt, Capt. W. | | |
| Gibbins, Dr. H. B. | | |
| Gibbins, Dr. H. B. | | |
| Jameson, Dr. W. H. | | |
| Kept, P. A. J. Col. F. | | |
| Kent, Mrs. F. E. | | |
| McDermott, A. P. B. | | |
| Mortimer, Miss E. | | |
| Morris, Dr. and Mrs. | | |
| Moxon, Mr. and Mrs. | | |
| Herbert | | |
| Ollis, Mr. and Mrs. | | |
| Polloch, H. E. | | |
| Post, N. | | |
| Pratt, Major and Mrs. | | |
| Querrance, Capt. N. | | |
| V. W. | | |
| Rauchboly, Mr. | | |
| Reid, T. H. | | |
| Sawyer, Mrs. W. E. | | |
| Smith, A. | | |
| Smith, A. Findlay | | |
| Smith, C. W. | | |
| Spalckhafer, W. O. C. | | |
| Stigles, Mr. and Mrs. | | |
| Stevenson, D. | | |
| Sutherland, Mr. and Mrs. | | |
| Uffel, J. and child | | |
| Watkins, R. E., Capt. and Mrs. | | |
| Watson, Mr. and Mrs. | | |
| Wenborn, S. T. | | |
| White, Dr. and Mrs. | | |
| M. J. | | |
| Yates, Mr. and Mrs. C. C. | | |

KING EDWARD.

| Ship | Agent | Destination |
|--------------------------------|-------|-------------|
| Astill, B. W. | | |
| Astill, Miss | | |
| Bakovsky, A. de | | |
| Berry, Thos. | | |
| Baker, Dr. C. J. | | |
| Brown, Mrs. S. E. | | |
| Brown, Kenneth | | |
| Daves, Mr. and Mrs. A. | | |
| Ehrhardt, Capt. W. | | |
| Gibbins, Dr. H. B. | | |
| Gibbins, Dr. H. B. | | |
| Jameson, Dr. W. H. | | |
| Kept, P. A. J. Col. F. | | |
| Kent, Mrs. F. E. | | |
| McDermott, A. P. B. | | |
| Mortimer, Miss E. | | |
| Morris, Dr. and Mrs. | | |
| Moxon, Mr. and Mrs. | | |
| Herbert | | |
| Ollis, Mr. and Mrs. | | |
| Polloch, H. E. | | |
| Post, N. | | |
| Pratt, Major and Mrs. | | |
| Querrance, Capt. N. | | |
| V. W. | | |
| Rauchboly, Mr. | | |
| Reid, T. H. | | |
| Sawyer, Mrs. W. E. | | |
| Smith, A. | | |
| Smith, A. Findlay | | |
| Smith, C. W. | | |
| Spalckhafer, W. O. C. | | |
| Stigles, Mr. and Mrs. | | |
| Stevenson, D. | | |
| Sutherland, Mr. and Mrs. | | |
| Uffel, J. and child | | |
| Watkins, R. E., Capt. and Mrs. | | |
| Watson, Mr. and Mrs. | | |
| Wenborn, S. T. | | |
| White, Dr. and Mrs. | | |
| M. J. | | |
| Yates, Mr. and Mrs. C. C. | | |

KING EDWARD.

| Ship | Agent | Destination |
|------------------------|-------|-------------|
| Astill, B. W. | | |
| Astill, Miss | | |
| Bakovsky, A. de | | |
| Berry, Thos. | | |
| Baker, Dr. C. J. | | |
| Brown, Mrs. S. E. | | |
| Brown, Kenneth | | |
| Daves, Mr. and Mrs. A. | | |
| Ehrhardt, Capt. W. | | |
| Gibbins, Dr. H. B. | | |
| Gibbins, Dr. H. B. | | |
| Jameson, Dr. W. H. | | |
| Kept, P. A. J. Col. F. | | |
| Kent, Mrs. F. E. | | |
| McDermott, A. P. B. | | |
| Mortimer, Miss E. | | |
| Morris, Dr. and Mrs. | | |
| Moxon, Mr. and Mrs. | | |
| Herbert | | |
| Ollis, Mr. and Mrs. | | |

NOTICE.

THE WEATHER WILL BE EXCEEDINGLY COLD AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

BY THE WAY, HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VŒUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

N.B.—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).